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New Hampshire Railroad Commissioners

47

SIXTY-FOURTH

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF NEW HAMPSHIRE

1908

PRINTED BY THE JOHN B. CLARKE CO., MANCHESTER.
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PART I.

REPORT OF COMMISSIONERS.

STATE OF NEW HAMPSHIRE.

To the Legislature:

The Railroad Commissioners transmit herewith, in accordance with law, their report for the year 1908. It includes the returns of the railroad corporations of the state for twelve months ending June 30, 1908, and the reports, decisions, and comments of the board for the calendar year 1908.

HENRY M. PUTNEY,

ARTHUR G. WHITTEMORE,

GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

CONCORD, January 1, 1909.

REPORT.

THE STEAM RAILROADS.

Deeming it pertinent and proper that the people of New Hampshire should be informed as fully as possible in regard to the agencies upon which they are dependent for transportation and with which their interests are inextricably combined to the end that they may pass just judgment upon our transportation companies, giving them credit for what is right and reasonable and holding them to strict accountability for what is wrong, and having in mind the statutory requirement that the annual report of this board "shall contain statistical and other information showing the relations of the railroads to the business interests and prosperity of the state and such suggestions and recommendations as they think will promote the public good," we submit the following statements of facts of record covering a longer period and more in detail than has usually been thought necessary, because of the fierce crusade against the railroads of the state, which made them the most prominent issue in the political campaigns of 1906 and 1908.

The anti-railroad campaigns in this state have been systematic, persistent, sustained and fierce to the verge of frenzy. If they have been justified by anything but political necessity and inspired by any desire other than that of their originators to ride a storm into offices of honor and profit; if the invective, denunciation and frantic appeals, which have characterized them, are based upon facts, then it is true, as has been often declared, that we have the worst railroad service in the world, and it is high time that it be revolutionized. If, on the other hand, New Hampshire railroads have been

and are serving the public with respect for the laws, with a purpose to do their share to upbuild the state and contribute to its prosperity, with a disposition to remedy defects and correct mistakes, and, generally, with such success as to satisfy the well-considered and just demands of their patrons, the bare fact that they are railroads should not invite or warrant wholesale condemnation. To this all fair-minded citizens will agree. With this thought this report is prepared.

New Hampshire railroads are by no means models physically. Large sums are constantly and urgently demanded for their improvement. There are grade crossings to be abolished, needed sidings and terminals to be provided, bridges and stations to be replaced, new rolling stock to be purchased, automatic signals and other safety devices to be installed and maintained, and other outlays to be incurred, all of which involve large outlays in excess of anything that has been or can be earned above the operating expenses and fixed charges, and which necessitate large issues of new stock or bonds. They also require time. The service can be improved. The managers are, not without exception, the most capable in the country. They do not claim to be philanthropists, and, while we believe they are alive to the fact that they can not cripple those located upon their lines without destroying the earning power of the corporation or antagonize public sentiment so as to invite the bitter antagonisms which have been dominant in other sections, they sometimes miscalculate and go wrong. The twenty-seven thousand employees are all human and liable to make mistakes, and few of them have studied the theory of perfect railroading or can equal our novelists, editors, and orators in describing and demanding it on paper.

But the New Hampshire roads will compare favorably with those similarly located and conditioned as to their relation to the public in any other state or country. Roads that connect cities of the first class, like Boston and New York, New York and Philadelphia, Chicago and Baltimore, St. Louis, Cincinnati and Cleveland, pass through densely populated dis-

tricts and constantly carry an enormous traffic are naturally and necessarily much more expensively built and equipped and are superior in all respects to those that thread the mountain regions and other sparsely settled portions of New Hampshire, but there are in such territory no better roads than the main lines of the Boston & Maine, and no finer trains than those that run from the metropolitan centers through the Connecticut and Merrimack valleys and the Bar Harbor expresses to Maine and the White Mountains on the east side of the state. Neither are there anywhere more moderate charges for transportation over such lines, or service more prompt; and it is to be considered that the service and rates are far better and more satisfactory because of the consolidations that have grouped in one system the many roads which compose the Boston & Maine system and given our people the advantages of the tide water terminals in other states to and from which the great bulk of railroad business comes and goes, and of the through traffic between these terminals and Canada and the West.

Of the one thousand one hundred and ninety miles of steam railroad line in New Hampshire, the Boston & Maine system embraces all, excepting one hundred miles operated by the Maine Central and Grand Trunk; it is, therefore, rightly considered as a unit and as the New Hampshire road.

The Grand Trunk and Maine Central cross the state on the way from Canada to tide water at Portland, Me. The flourishing city of Berlin is the only place on the Grand Trunk in New Hampshire that contributes largely to its support, and, except a few months in the summer, the business of the Maine Central is almost entirely interstate. If either was operated independently within our state lines it could not escape bankruptcy for a year. But both have been put and are kept in condition to carry their through traffic, and New Hampshire gets the benefit. The roadbed, track, and equipment of the Grand Trunk have been largely renewed within six years and are now fitted to carry its great volume of business, most of which is interstate and much of

which is international. The financing and management of the corporation is in or from Montreal, Canada.

There has been no uprising against either of these roads. The fulminations of the agitators have been directed against the Boston & Maine. Are they justified by the facts? One thing is certain, they have not originated with or been bruited abroad by those dependent upon or directly interested in railroad accommodations in this state.

The national and state laws regulating the financing, construction, and operation of railroads are more sweeping and drastic than those which it has been thought necessary to apply to any other class of business enterprises.

These laws have been passed because some railroad financiers and managers have been guilty of gross wrongdoing, which has so exasperated the people that through their representatives in congress and state legislatures they have gone to great extremes in efforts to punish the offenders and prevent like offenses in the future, but, like all punitive and preventive laws, they are, while generally applicable, not designed for enforcement upon the innocent, and much has been left to the judgment and discretion of officials charged with the duty of administering them. If administered in a spirit of revenge or to satisfy popular clamor, for which there is no just cause, they would make it impossible for the roads to provide reasonable and satisfactory service at fair rates, impair the value of the property of hundreds of thousands of people whose savings have been invested in these properties, and rob the great army of railroad employees of their situations or force reductions of their wages below the standard of American living.

There are in New Hampshire six thousand seven hundred and thirty-nine stockholders in the railroads that comprise the Boston & Maine system, and they own one hundred and forty-nine thousand two hundred and twenty-eight shares, for which they have paid probably an average of one hundred and forty dollars each or more than twenty millions of dollars. As no record is kept of the ownership of the bonds is-

sued by the railroads, the amount of New Hampshire holdings cannot be stated with exactness, but it is probably not much less than the stock. Included in these securities are the assets of our savings banks, insurance companies, educational and charitable institutions, and it is fair to say that the great majority of our people, men, women, and children, are directly interested in the properties represented by these securities, stocks, and bonds. There are under normal conditions about six thousand men employed upon the railroads of New Hampshire. We have no better citizens, no more faithful workers, no more deserving wage earners. They have spent most of their active lives in training for the positions they occupy and in demonstrating their intelligence, devotion, and efficiency and are qualified for no others. They are worthy of their hire. There are thousands of New Hampshire business enterprises which are dependent for their existence upon railroad facilities and which pay the great bulk of railroad receipts and thereby contribute the expenses incident to railroad operation and the returns from investments in railroad properties. That these people, these investors and railroad employees and manufacturers and merchants and farmers and wage workers, are the real parties in interest whose welfare should be considered in preference to the wishes of those whose wealth is invested elsewhere, who ship neither material nor manufactured goods, who pay no fares except for their body servants, seems to us plain, and it is equally clear that these permanent citizens, in whose hands and heads rests the prosperity of the state, are neither so ignorant that they do not know their rights nor so cowardly and supine that they will not make known their wrongs and insist that they be righted.

THE RIGHTING OF WRONGS.

The Interstate Commerce Commission is composed of seven very able men and has in its employ more than a hundred experts, attorneys, and other assistants. It has jurisdiction over all interstate railroad traffic, which is about four fifths

of that in New Hampshire, and all the agencies thereof, including tracks, structures, rolling stock, train service, and tariffs. It acts as a rule only upon the complaint or petition of parties directly in interest, but its doors are open to every citizen of the United States; its hearings and investigations are at many points easily reached by petitioners and are conducted without expense to such parties other than such as they see fit to incur for counsel fees, and its conclusions are promptly reached. It has to assist in its work the Department of Justice with all the resources of the United States at its command and eminent lawyers specially assigned to the duty of prosecuting violations of law. It has almost autocratic powers and the machinery with which to make them effective.

The Railroad Commission of New Hampshire has jurisdiction over railroad business wholly within the state. It may fix maximum charges upon the petition of parties in interest, but not otherwise. It may make recommendations; it may see that capitalization is within the limits and for the purposes authorized by law. It may authorize grade crossings and order their protection. It may assess land damages. It may require reports that disclose all the operations of railroads and their results. It may hold inquests and publish facts as to accidents. It may do whatever the Interstate Commerce Commission does not do in New Hampshire, and, within the limitations of the law creating it and the laws of congress, it gives prompt attention to every complaint however informal, takes cognizance of every important happening connected with railroads, and renders its decisions without fear or favor according to its best judgment. In brief, all grievances growing out of the operation of American railways are subject to investigation and to remedy by simple application to the Interstate or State Commissions. And this privilege and power has been largely invoked and exercised by those who had grounds for reasonable complaint. Since the passage of the Elkins Act in 1903 the Department of Justice has secured one hundred and twenty indictments against

railroads for violations of law. Of these forty-nine were for receiving rebates; forty-eight convictions have been secured and twenty-seven cases are still pending. For granting rebates fifty-six indictments have been secured, of which forty are still pending, and there have been six indictments for conspiring to secure rebates. For other abuses most of the large railroads in the country have been called to account.

In 1907 more than four thousand three hundred complaints relating to tariffs, and in 1906 more than one thousand were filed with the Interstate Commission, and most of the cases were amicably adjusted by friendly intervention and correspondence by the commission. But in all these cases there is not one originating in a complaint of any citizen of New Hampshire against the Boston & Maine. During the past year but one complaint as to tariffs, and that an informal one upon the Maine Central in regard to an interstate charge, has been made to this board, and that was adjusted amicably by correspondence.

The abuses which outraged and exasperated the people and caused their indignant and imperative demand for control and regulation by government authority of railroads elsewhere were fictitious and fraudulent capitalization, extortionate charges, discriminations in favor of large shippers through the agency of rebates, allowances for private car rentals, neglect or refusal to supply reasonable facilities, and failure to keep roads and their equipment in good condition. Have the railroads of New Hampshire been guilty of any of these sins of omission or commission?

CAPITALIZATION.

The Boston & Maine railroad system considered as a whole has been honestly financed. Its stocks and bonds represent only actual investments. In the early days of the reorganizations and consolidations by which the system was created, there were in a few instances changes in the stock issues which added to their par value and inured to the benefit of those who held them, but in these cases the additions scarcely

began to represent the money that had actually been spent upon the roads, and it is a fact beyond dispute that our railroads have cost in actual money a great deal more than they are capitalized at, and that it would cost vastly more to reproduce them today if they were destroyed; in other words, that a fair physical valuation of the Boston & Maine system, taking no account of franchise rights, would be greatly in excess of the total amount of its stocks and bonds or even of their market price, which is based upon their income.

PHYSICAL CONDITION.

The annual inspection of 1908 did not disclose any extraordinary changes in the physical condition of our steam roads. Plans that were made before the partial paralysis of business in 1907 were carried out with borrowed money, and as these were based upon expectation of a continuance of prosperity they more than sufficed to maintain the properties and make the roadbeds, tracks, and structures.

The main lines of the Eastern and Western Divisions of the Boston & Maine in this state are in every way up to date and above fair criticism except that new stations are needed at some points. Their roadways are wide and well kept. They are double tracked with heavy rails, sufficient and sound ties, safe bridges and ample sidings and yards. Grade crossings have generally been eliminated or protected, grades and curves have been reduced, and they are fitted to do a maximum business at a minimum cost and to the satisfaction of patrons.

The same is to be said of the Southern Division from the Massachusetts line to Concord, which, all things considered, is one of the best sections of railroad in New England.

The branch roads in central and southern New Hampshire are practically as they were a year ago. They are much better than formerly but much poorer than they might be.

The main line of the Concord Division, which is the Old Northern, has 68.55 miles of line and 13.41 miles of sidings. Since the consolidation with the Boston, Concord & Montreal

line, to which much through business has been diverted, the division carries less traffic than any other in the Boston & Maine system, and it is fairly constructed and equipped to meet the demands upon it. Some of the stations and bridges have seen long service and should be replaced with more modern types, which is being gradually accomplished. The Claremont branch, from Concord to Claremont, is 70.90 miles long, with 13.08 miles of sidings. Much has been done upon this line since its acquisition by the Boston & Maine to develop the summer business about Sunapee Lake and handle the freight at Newport and Claremont.

The Northern Division of the Boston & Maine and the branch lines of that and the Western Division pass through no large towns, except Rochester and Somersworth, and have comparatively little through traffic. They have been much improved recently and are believed to be safe and sound, but are in only ordinary condition.

The Fitchburg main line is 43.09 miles in this state, with 35.43 miles of branches and 27.71 miles of sidings. Its track is substantial, its bridges are iron or stone, and its roadway is well fenced, ditched, and cared for. Most of the stations are antiquated and neither attractive nor convenient.

The Worcester, Nashua & Rochester, of which 55.02 miles, with 19.06 miles of side track, are in this state, has been to a great extent rebuilt within five years in order to carry a large volume of through traffic between Maine and New York and the West. It is practically a new road which will bear close inspection.

The main line of the White Mountains Division, which is practically the old Boston, Concord & Montreal, from Concord to Groveton and Fabyans, with branches from Plymouth to Lincoln, Fabyans to Base Station, Whitefield to Berlin, Tilton to Belmont, and Lakeport to Alton Bay, has been gradually developed into a first-class single track railroad by large outlays of money. It was built by short stages above Plymouth, principally with a view to the accommodation of summer visitors and the transportation of the forest products,

and this is still the business upon which it is most dependent, although it has from junction points at Woodsville and Groveton a large through traffic. Its track is a single one, but in excellent condition; on the main line its roadbed is solid and well ditched, its bridges are mostly modern, and its stations vary from very fine and attractive ones in the thriving villages to those at small stations, which are mostly relics of the days of poverty and poor railroading. Some of its branches are evidences of small receipts and expenditures.

The Sullivan County is a twenty-three-mile link in the Connecticut River line, and, excepting two small stations, warrants little criticism.

The Ashuelot is a single track road with iron bridges, good roadbed and track and decent though not expensive stations.

NEW HAMPSHIRE STOCKHOLDERS.

	No. Stock-holders.	No. Shares.
Boston & Maine	1,517	24,361
Concord & Claremont	5	4,007
Concord & Portsmouth	159	3,213
Concord & Montreal	1,629	63,239
Connecticut River	29	1,124
Fitchburg	694	649
Franklin & Tilton	2	2,656
Maine Central	58	2,753
Manchester & Lawrence	280	5,766
Mt. Washington	1	2,115
Nashua & Lowell	148	2,021
Northern	1,215	16,410
Pemigewasset Valley	144	4,002
Peterborough	277	2,784
Peterborough & Hillsborough	1	450
Sullivan County	5	4,994
Suncook Valley	192	3,278
Upper Coos	15	1,350
Wilton	194	1,964
Worcester, Nashua & Rochester	174	2,086
	<hr/> 6,739	<hr/> 149,228

FARES AND FREIGHTS.

Passenger fares are nearly uniform in New England when the character of the tickets issued is taken into consideration. Mileage tickets are sold at the same rate commutation and season tickets are issued generally with Boston as a terminus, and the price of locals depends somewhat on the distance from that center. The real test of a comparative charge for transportation is in freight rates, and these are so affected by the classifications growing out of the many and varied kinds of merchandise carried that the averages unexplained are often misleading, but with due consideration for this the facts warrant the conclusion that the people of New Hampshire have as favorable rates as those of any other state.

The following tables, while not conclusive without analysis, support this general proposition.

Freight Rates Per Ton Per Mile, 1907.

	Average Haul, Miles.	Freight Rates, Cents.	Tons Carried One Mile.
Average of all steam rail-			
roads in Massachusetts .	93.58	1.19	5,035,305,109
N. Y., N. H. & H. . . .	90.20	1.436	1,927,686,950
Boston & Maine	98.74	1.082	2,296,970,964
Maine Central	88.563	1.018	490,360,187

Fares and Freights, 1907.

	B. & M.	N. Y., N. H.	Hartford	B. & A.
Average fare per mile, local and trip .	1.743	1.894	1.532	
Average fare per mile, mileage . . .	2.	2.	2.	
Average fare per mile, interline . . .	1.930	1.995	1.954	
Average freight per mile, local . . .	1.875	2.678	2.217	
Average freight per mile, interline . .	.718	1.021	.719	

1908.

Average fare per mile, local and trip .	1.861	1.808	1.519
Average fare per mile, mileage . . .	2.	2.	2.
Average fare per mile, interline . . .	1.912	1.9910	1.814
Average freight per mile, local . . .	1.692	2.678	2.513
Average freight per mile, interline . .	.782	1.066	.709

COST OF PERMANENT IMPROVEMENTS.

In the railroad year 1904 the Boston & Maine expended for improvements of its property in addition to ordinary repairs and renewals, \$6,409,069.45; in 1905, \$7,077,211.50; in 1906, \$7,844,692.24; in 1907, \$4,877,021.63; in 1908, \$5,867,857.93.

EQUIPMENT.

June 30, 1903, the Boston & Maine and its leased roads owned and had in service 989 locomotives, 1,567 passenger, combination, parlor and mail cars, 16,959 freight cars, and 715 of a miscellaneous character.

June 30, 1908, they had 1,095 locomotives, 1,792 passenger cars, 24,395 freight cars, and 553 work and snow cars, an increase in five years of 106 locomotives, 225 passenger, and 7,436 freight cars.

EXPENDITURES IN NEW HAMPSHIRE.

In response to a request of the board, the auditor of the road has furnished us with the following facts taken from the records of the corporation as to expenditures in this state from June 30, 1903, to June 30, 1908:

Ballasting	\$128,193.65
New stations	21,138.02
Grades separated	81,520.38
Expended on bridges	267,745.31
Expended on signals	95,422.05
Land for improvements	47,987.98
Paid to American Locomotive Works:	
New engines	\$2,270,002.00
Repairs	324,867.05
	3,594,696.05
Paid to Laconia Car Company	3,178,975.00
Paid to Ford & Kimball	926,883.37
Paid to Cole Mfg. Company	98,761.92
Paid to Page Belting Company	38,335.15
Paid to Humphrey Machine Company	49,768.42

Paid to Lee Brothers	\$4,462.32
Paid to lumber dealers	265,229.27
Paid to tie dealers in New Hampshire	380,000.00
Paid for switch timber	200,000.00
Paid for shims	23,785.07
Paid for water	167,381.94
Paid for light and power	278,091.75
Wages, all classes of service	21,435,263.91
For new steel rails, joints, switches, and frogs in New Hampshire	926,564.24
	<hr/>
	\$32,810,205.80

To this may be added the facts, to which the managers of the plants testify, that the purchases of locomotives, cars, and some other things could have been made for as little or less money elsewhere and the orders have been placed here in the exercise of disposition to promote the industries on the Boston & Maine line, and that but for these orders, neither the Manchester Locomotive Works nor the Laconia Car Company could have kept their doors open during the business depression of the last fifteen months.

In the five years last passed the Boston & Maine has paid in dividends to its New Hampshire stockholders and those of its leased lines more than four and a half millions dollars and to the bondholders probably one and a half millions, making six millions. It has also paid in taxes about \$1,822,000,—a total of \$7,822,000,—so that its total disbursements to citizens of the state have averaged some more than eight millions annually.

GRADE CROSSINGS.

The elimination of grade crossings in cities and villages where the volume of travel on the railroads and in the streets is very large and where the land necessary for such improvements is very expensive is the most serious financial problem with which our railroads and the public have to face jointly, and with the rapid increase of business it becomes more press-

ing every year. As the railroads and the public are legally joint users of crossings and jointly interested in making them safe, in states where the legislatures have attempted to prescribe methods by which railroads may be carried over or under the highways, it has been generally conceded by all parties that the expense should be apportioned, and this has been provided for, and in states where such apportionment has not been authorized the railroads have not been compelled to abolish grade crossings, and the result of course has been that these costly improvements have been mainly confined to other states, where a portion of the expense has been borne by the public.

In Alabama, Arkansas, California, Colorado, Florida, Georgia, Iowa, Maine, Missouri, North Dakota, Oklahoma, Kansas, Pennsylvania, South Carolina, South Dakota, Texas, Washington, and Wisconsin there was no legislation on the subject previous to 1908. In Connecticut each railway company is required to remove each year at its own expense one grade crossing for every sixty miles of road operated by it. Beyond this, when a railway petitions for the abolition of a crossing, it must pay all the expense, but if the petition is brought by a city or town the railway pays 75 per cent and the city or town 25 per cent. If the elimination is by order of the railroad commission the railway pays 75 and the state 25 per cent. In Massachusetts the average division for eighteen years, during which the law has been in force, has been 61 per cent to the railway, 26 per cent to the state, and 13 per cent to the city or town. In Michigan no cost is by law paid by the public, but machinery has been provided whereby cities may join with railroads in making improvements, and in Detroit the city has paid from 25 to 35 per cent of the cost. In New York ordinarily the railway pays 50 per cent, the state 25 per cent, and the city 25 per cent. Where a new street crosses an existing railway the cost is equally divided between the city and the railway and the city maintains the approaches. In Nevada the city pays half and the railroad half. In Ohio the railway pays 50 per cent and the city 50

per cent, but the cities' share up to one half may be assessed against any street railway using the crossing. In Rhode Island eliminations have been confined to Providence, where the railway has paid two thirds and the city one third. In Vermont each railway is required to eliminate one grade crossing each year for every eighty miles of its road and pays 75 per cent of the cost, 25 per cent being levied on the state.

In Virginia a state commission may order under or over crossings, the cost of which is divided equally between the railroad and the county. In New Hampshire a town may by vote require a railway to eliminate a grade crossing or to erect and maintain gates or station flagmen, and this is binding upon the railway subject to an appeal to the railroad commission, but there is no provision for an apportionment of the expense except when a new street is built over a railway and the commission has refused to authorize a crossing at grade, when such part of one half of an underpass or overpass, as the commission deems just, may be apportioned to the town subject to an appeal to the supreme court.

In practice the statutory right of a town to require a railroad to raise or lower highways so as to separate the grades has been seldom exercised, and the requirements have been for gates and flagmen, presumably because crossings at grade are on a level and more convenient for travel on the highway than underpasses and overpasses, and also because the construction and maintenance of approaches outside the railway location is expensive and must be borne by the town.

There are in this state on the Boston & Maine 909 grade crossings, of which 49 are protected by gates and 84 by flagmen and 16 by electric signals; on the Maine Central, 63, of which 6 are protected by flagmen, and on the Grand Trunk, 22, of which 2 are protected by flagmen.

Some grade crossings are eliminated each year by the railroads at their own expense, but the whole number does not decrease because of the construction of sidings from main tracks across highways for the use of manufacturers and merchants, who establish plants short distances from the rail-

roads. These new crossings, however, are not dangerous, as they are little used and only by locomotives and cars that move very slowly.

SAFETY DEVICES.

The Boston & Maine was one of the first of the great railroads to comply with the requirements of congress and the Interstate Commerce Commission regarding power train brakes, automatic couplers, standard drawbars, grabirons and handholds.

In 1906, having discarded several types of block signals which had proved unsatisfactory, the corporation adopted what is known as the double-blade electric motor type and voted to proceed as fast as practicable with its installation upon the entire system, commencing with the double track roads and those carrying the heaviest business. For this purpose a first appropriation, based upon estimates furnished, of \$1,074,480 was made, and of this about \$600,000 has been expended, the calculation being that the equipment of the whole system will require two years more time and a further expenditure of more than two million dollars.

As is known by all familiar with the work, the concrete foundations for signals, the bonding and insulation of track and other ground work can only be done in the open season, while setting up and completing the signals can be done in the winter months. For this reason there is a large mileage of preliminary work upon which block signals will be installed this winter.

The following statement of the progress made up to September 3 is furnished by the officers of the corporation:

"The Boston & Maine commenced more than two years ago upon the installation of a comprehensive system of automatic block signals and the work has progressed steadily and without interruption since that time, but before the whole line can be covered, not less than two years more of work will be necessary.

"As has been repeatedly publicly stated, the portion of the line first requiring attention is that having double tracks and the greatest density of traffic, and, carrying out this idea, our Fitchburg Division double track from Boston to Rotterdam, two hundred and twelve miles, already has the major portion of its mileage thoroughly covered with signals in operation. Upon the balance of the line the concrete foundations and other ground work have so far progressed that we expect to have the whole main line from Boston to Rotterdam, with the double track branch from Johnsonville to Troy, fully equipped with signals in operation by the first of the new year.

"Upon the Western Division the work has progressed so that by next spring we expect to have the double track section between Boston and South Berwick, Me., through New Hampshire, fully completed and in operation. A large portion of the preliminary work upon this division is in such a state of forwardness that its completion can be successfully carried on during the winter months.

"Upon the Eastern Division a portion of the line has signals in full operation and the concrete foundations are all in for the superstructure over the balance of the double track between Boston and Portsmouth, N. H., and this will be completed by next spring.

"Upon the Southern Division signals are installed from Boston to Nashua and will soon be in full operation. From Nashua to Concord the concrete foundations are nearly all in, and the work of erecting the signals will soon begin, and it is expected that that portion of the double-track main line will have signals in full operation by spring.

"Upon the double track portion of the Connecticut River Division, signals are completed and in operation between Springfield and Northampton, and upon the balance of the double track, between Northampton and Greenfield, the work has so far progressed that it will be fully completed within the next two or three months.

"We have regularly employed in the installation of block

signals, upon the different parts of the system, about 300 men, divided into fifteen working crews, and during the fiscal year ended June 30 \$271,000 was expended in the prosecution of this work, and thus far a total of about \$500,000 has been expended in like manner.

"As soon as the work of equipping double tracks is completed we shall go on with the main lines of single track and branches, and as the number of signals that are required will be much less than upon double track the work will proceed with greater expedition.

"We have a very large amount of material on hand and are employing all of the competent men that can be found fitted for this service, and to the best of our ability we are carrying on the work with all possible rapidity."

RECEIPTS AND EXPENSES.

The volume of railroad traffic is at any time the best index of business conditions with this exception, for a few weeks after any happening which stops the wheels of industry, deprives wageworkers of employment and curtails the output of factories and shops, freight receipts fall off rapidly, but workmen having leisure time travel more than usual, visiting, seeking work and attending to their affairs away from home, and passenger receipts increase rather than diminish. But in a short time this changes and both departments show about the same ratio of shrinkage. The revenues of the Boston & Maine for the fiscal year ending June 30, 1907, were \$41,722,139.61, and for the same year ending June 30, 1908, they were \$39,148,549.08, a decrease of \$1,973,590.53. During this period the passenger receipts increased \$230,668.84 and freight receipts decreased \$2,294,893. The number of passengers carried increased 561,684, but the tons of freight decreased 3,127,096.

Operating expenses were reduced \$867,523.46, or from \$30,221,720.38 to \$29,354,196.92, so that the loss in operating revenue was \$1,202,252.42. The net income was further reduced about \$400,000 by a change in the rate charged for

cars of other roads while upon the Boston & Maine tracks from twenty-five to fifty cents per day each from July 1, 1907, to March 1, 1908, when the previous rate was restored, and another abnormal expense amounting to over \$200,000 was due to the unusually high rate of interest the company was obliged to pay for money borrowed. The result was that the company failed to earn above its operating expenses and fixed charges the usual seven per cent dividend upon its stock, and the deficit was taken in part from the contingent fund. The depression from which the country is now recovering began to be severely felt in December, 1907, and has been more serious upon New England railroads than upon any other section, because here transportation business is more dependent than elsewhere upon the intake and output of manufacturing establishments, which closed their plants or greatly curtailed their production as soon as orders grew less, while the crops and products of the mines were of necessity moved to supply the necessities at home and abroad. If comparisons be made between the twelve months ending October 31, 1907, and 1908 the result is a showing on the Boston & Maine of a falling off in gross receipts of \$3,911,793.73, of which \$246,446.11 was in passenger receipts, \$3,665,347.62 in freight receipts.

The following table shows the changes each month:

	FREIGHT REVENUE		PASSENGER REVENUE	
	1907	1906	1907	1906
Nov.	\$2,123,993.42	\$2,136,107.82	\$1,054,860.19	\$996,279.66
Dec..	1,850,282.03	1,965,592.41	956,127.39	923,415.86
	1908	1907	1908	1907
Jan.	1,674,826.52	2,047,757.27	874,826.52	848,633.30
Feb..	1,481,637.33	1,753,319.06	797,923.64	738,848.96
Mar.	1,748,944.47	2,224,709.11	905,496.25	904,659.82
Apr.	1,663,820.50	2,129,071.69	990,006.95	994,076.06
May.	1,670,030.20	2,262,175.69	1,002,896.56	1,042,041.62
June	1,730,039.27	2,090,262.50	1,129,685.43	1,163,242.07
July.	1,701,091.21	2,066,897.86	1,311,931.43	1,396,232.64
Aug.	1,738,063.52	2,098,728.38	1,533,999.17	1,698,122.10
Sept.	1,936,393.33	2,023,080.51	1,458,399.42	1,501,510.31
Oct..	2,167,258.23	2,354,025.35	1,174,162.95	1,229,699.61
	\$21,486,380.03	\$25,151,727.65	\$13,190,315.90	\$13,436,762.01

During the railroad year the revenues of the Maine Central fell \$475,293.08, or \$444,450.43 in the freight department, \$4,486.15 in the passenger department, and \$26,356.50 in miscellaneous items. The operating expenses increased from \$5,857,471.32 in 1907 to \$5,919,600.01 in 1908. These figures, however, include some new properties leased.

The corporation paid all fixed charges and the usual dividends and carried \$10,366.29 to its contingent fund.

The Atlantic & St. Lawrence (Grand Trunk) reported gross earnings of \$1,481,542.95 and operating expenses of \$1,128,813.62, an operating margin of \$352,729.33, against which was charged interest on the funded debt, \$206,280, and taxes, \$82,147.03, making a deduction of \$283,447.03, and leaving a divisible income of \$64,302.30 to meet the rental of \$329,040. The deficit of the year was therefore \$264,737.70, a decrease from that of 1907, which was \$303,211.20, of \$38,473.50.

CHANGES IN RATES.

In 1906 the Boston & Maine published new passenger tariffs, which offered a 500-mile mileage at two cents a mile, the price a 1,000-mile mileage has been sold for previously, and reduced the single trip locals on all lines south of Bellows Falls, Concord, and Rochester rates from 3, $2\frac{1}{4}$, and $2\frac{1}{2}$ cents to 2 cents per mile.

Rochester to Intervale Junction, including Wolfeboro branch, from 3 to $2\frac{1}{2}$ cents per mile; Rochester to Lakeport, N. H., from 3 to $2\frac{1}{2}$ cents per mile; Concord to Woodsville, from 3 to $2\frac{1}{2}$ cents per mile; Woodsville to Groveton, Berlin, and Fabyan, from $3\frac{1}{2}$ to 3 cents per mile; Concord to White River Junction, including Bristol, Franklin Junction, and Tilton branches, from 3 to $2\frac{1}{2}$ cents per mile; Concord to Peterborough, from 3 to 2 cents per mile; Contoocook to Claremont Junction, from 3 to $2\frac{1}{2}$ cents per mile; Bellows Falls to Windsor, from 3 to $2\frac{1}{2}$ cents per mile.

In 1903, in order to meet in part the enormous increase in the operating expenses, caused by the raise in wages and the advance in the price of rolling stock, materials, fuel, lum-

ber and supplies of all kinds, which aggregated nearly two million dollars, revised its local freight tariffs by increasing its charges upon lumber and other forest products two dollars per car, upon granite, ice and sand ten cents per ton; upon brick twenty cents per thousand, and upon general merchandise twenty cents per ton. The necessity for this was so apparent that it met with no opposition. Neither at the time nor since has any protest, complaint or objection been made to this board by any party in interest, nor, as far as we know, to the Interstate Commerce Commission, which, since the passage of the Hepburn Act has had jurisdiction over interstate charges or about four fifths of those effected by the changes. But in its annual report for 1903 this board called the attention of the governor, legislature and attorney-general to the raise in rates, stating it in detail and the reasons therefor, as given in response to its request by the managers of the road and the legislature.

The legislature took cognizance of this report at the session of 1907 by indefinitely postponing a resolution requiring the commission to investigate and report further concerning the changes in rates after 1883.

In 1908 the general counsel of the road, who was its legal adviser in New Hampshire when the freight rates were raised, having severed his connection with the corporation, published an opinion that the increase was illegal because of statutes passed in 1889 and section 42 of chapter 156 of the Public Statutes of New Hampshire, which prohibited an increase of the fares and freights that existed on the 24th day of June, 1889.

Soon after, a meeting of the New Hampshire Lumbermen Association, composed of about one hundred and fifty men and firms interested in the lumbering industry, was called and met at Manchester. Twenty-seven members attended and a Concord lawyer was present and joined the association. Fifteen minutes later he offered a resolution which provided for a committee to bring suit against the railroad for the over-charge, which he claimed was illegal, and called upon the

members to contribute ten dollars each to pay the expenses of the suit. The resolution passed by a bare majority and he was made chairman of the committee. Few of the members responded with ten dollars each, and subsequently another meeting was called at which President Tuttle of the Boston & Maine appeared by invitation and explained at length the increase in rates and the advance in prices of lumber, labor and other commodities, which satisfied nearly all of those present, and the matter, so far as the association was concerned, was dropped. Some time afterwards, a politician, who was in no way directly interested in the matter, filed an information addressed to the attorney-general, asking that he proceed against the railroad for its alleged violation of law in the increase of rates on lumber, and the attorney-general did as requested, and the case is now pending in the supreme court.

STOCK AND BOND ISSUES.

To prevent stock watering the laws of Massachusetts, New Hampshire and Maine have prohibited the issue of railroad securities without the approval of the railroad commissions, who have been required to ascertain that the proceeds are reasonably requisite for the legal purposes of the corporations, and have limited the issue of bonds to the amount of the stock outstanding at par value. They have also required that issues of new stock be at the market value to be fixed by the railroad commissioners or ascertained by sales at auction. The effect of this has been when stocks having a market value above par, like the Boston & Maine and Concord & Montreal, have been issued, the treasuries have received proceeds greatly in excess of the par value, while the issue of bonds has been restricted to that amount, and this has to some extent embarrassed the corporations in raising new money for legitimate purposes. The laws of Massachusetts have now been amended so as to give more latitude in the issue of stock and also to give the right to issue bonds against the premiums paid into the treasury upon stock issues, and similar amendments will be asked for in Maine and New Hampshire. If granted, they

will increase the bond issuing power of the Boston & Maine about twelve million dollars, which will enable the company to cancel its floating indebtedness incurred for permanent additions to the property.

On June 30 the outstanding stock of the Boston & Maine was \$31,395,265.70, and its funded debt was \$30,373,000. The combined stocks of its leased roads were \$60,053,300, and their bonds \$45,664,000, a total for the system of \$91,450,565.70 stock and \$76,037,000 bonds, at par, but for these holders of recent issues have paid into the treasuries large premiums, in many cases from 40 to 90 per cent above their par value.

During the year the board approved the issue of sixteen hundred shares of stock by the Concord & Montreal Railroad, which were sold at \$160 a share;

Of \$125,000 in stock and \$113,000 in bonds by the Exeter, Hampton & Amesbury Street Railway;

Of \$270,000 in common stock and \$70,000 preferred stock by the Exeter Railway & Lighting Company;

Of \$40,000 in stock by the Manchester & Nashua Street Railway Company;

Of \$50,000 in stock by the Manchester & Derry Street Railway Company, and of \$400,000 in stock by the Manchester Traction, Light & Power Company, for the purposes set forth in the petitions and orders printed in Part VI.

THE MERGER.

In the spring of 1907 the New York, New Haven & Hartford Railroad acquired by exchanging therefor, share for share, 110,000 of the 314,000 shares of the Boston & Maine. When this became known the legislature of Massachusetts passed a law prohibiting the New York, New Haven & Hartford from voting the stock thus acquired in the meetings of the Boston & Maine for one year from the next June, the effect of which was to make it impossible for the B. & M. to secure a majority of its outstanding stock for its annual meeting in October, and no such meeting was held, and the board

of directors as then constituted continued in office. In the meantime proceedings were instituted by the attorney-general of Massachusetts and by the Department of Justice of the United States against the New York & New Haven from voting its Boston & Maine stock. Its 110,000 shares were sold in bulk to Mr. John L. Billiard of New Haven, Conn., and at the annual meeting of the Boston & Maine in October last he and three others representing his stock were added to the directorate, making a board of sixteen. Subsequently the board organized by re-electing the executive officers of recent years, and the road is now operated by them and the same employees in all departments.

So far as is apparent there has been and is likely to be in the near future no change in the policy or purposes of the corporation, and as far as the public is concerned it is as if no merger had ever been proposed or attempted.

ACCIDENTS.

Part V of this report contains the findings of the board in forty-one steam railroad accidents in which that number of persons were killed. No passenger lost his or her life or was seriously injured in a passenger car during the year. Of the forty-one victims fourteen were railroad employees and twenty-seven were not. Of the employees five fell from cars; two fell from engines; two were walking on track; one was staking cars; one was crushed between car and cattle run; one was caught by crane; one was uncoupling tanks, and one was struck by overhead bridge. Three were killed upon crossings. Of the trespassers twenty were walking or sleeping on track and four were stealing a ride.

ELECTRIC RAILWAYS.

Twenty street railway corporations make returns for the year ending June 30, 1908, which are printed in this report. Of these the Manchester & Derry and the Uncanoonuc Incline appear on the list for the first time, the Manchester & Nashua for the first full year. The Springfield, whose road

is a Vermont enterprise, has but about two miles of track, and reports no business in this state, and the Atlantic Shore Line, which operates nearly a hundred miles of road in Maine, has only three miles in New Hampshire. With these excluded the roads entirely in this state return for the current year 245 miles of track against 244 in 1907. Gross earnings amounting to \$1,126,754 against \$1,120,764; operating expenses, \$906,064 against \$918,091; fixed charges, \$125,933 against \$125,711; net income of all less deficits on six, \$75,859.68, against \$95,462.

Stockholders in the Nashua received six per cent dividends from the Boston & Northern, the lessor of the road, which reported net earnings of \$19,250, and the Manchester, which earned net \$58,965, paid its usual dividend of six dollars per share. These and the Concord & Manchester, which reported a divisible income of \$27,404.40, were the only ones that earned enough to warrant a distribution to stockholders. Seven others paid operating expenses and fixed charges and small margins, and six were obliged to report deficits.

Considered as a whole, the electric railway business of the state during the year did not differ much in volume from that of the next preceding twelve months.

The weather, which is a dormant factor, was more favorable than in 1907, but this was largely offset by the industrial depression, which reduced the receipts, especially from pleasure travel, upon which most of our roads are dependent.

There was remarkable immunity from serious accidents during the year, due in part at least to greater care in the selection of employees and improved machinery and betterment of tracks and roadbeds, thus demonstrating that no street railway can afford, from a financial view, to employ cheap help to operate its road. An accident or a series of accidents in which numbers of people lose their lives will bankrupt any street road in New Hampshire save possibly those owned by the Boston & Maine and the Manchester.

The Manchester & Nashua and Manchester & Derry, though chartered as independent corporations, were con-

structed and are operated by the Manchester, which owns all their stock and guarantees their bonds. They extend from a junction with the Manchester at Goffe's Falls to Derry and Nashua and are really branches of the parent road. The roadbeds of both are in first-class condition. The cars are also models of strength, elegance and convenience, and the service is satisfactory. They have not yet, however, returned much income to their owner, unless it has accrued incidentally by increasing the traffic between Goffe's Falls and the city hall in Manchester.

The gross receipts of the Manchester & Derry for seven months were \$16,480.50, which was \$570.51 less than the operating expenses and fixed charges, while the Manchester & Nashua collected \$40,123.03 and reported a divisible surplus of \$1,837.75.

With a gross income of \$45,806.05, operating expenses amounting to \$37,912.25, and fixed charges \$6,247.92, the Berlin reported a divisible surplus of \$1,645.88, which was applied to a reduction of the deficit of \$7,838.50 returned in 1907.

The Boston & Maine electrics, which include the Portsmouth, with 19.24 miles of track, and the Concord & Manchester, with 30 miles, did an average business and escaped serious accidents, so that their showing is better than ever before.

The Portsmouth earned net \$4,247.76, and the Concord \$27,404.40, making \$31,652.16 on a gross income of \$220,106.

The Chester & Derry continued to demonstrate how little business can be made to support a street railway owned by a few men and operated upon the principle that a penny saved is a penny earned and that if dimes are taken care of dollars will take care of themselves. With gross receipts of only \$16,435.23, or about \$2,000 per mile of track, of which \$592.26 were for carrying mails and \$1,745.92 for freight and express, it paid operating expenses amounting to \$11,255.64; interest on its funded debt, which took \$25.00; interest on unfunded debt \$358.70, and taxes \$442.26, and had a divisible income of \$1,878.63, which was applied to the reduction of

the deficit, and its physical condition was considerably improved.

The Claremont collected \$30,652.34, with an operating expense of \$25,666.90 and fixed charges of \$7,866.26, leaving a deficit of \$1,878.63. This road is saved from bankruptcy by its freight receipts, which were \$11,755.92.

The Dover, Somersworth & Rochester, with 18.995 miles of track, collected \$96,453.91, against which were \$70,552.52 for operating expenses and \$24,000.42 for fixed charges, making a deficit of \$1,900.99.

The Exeter, Hampton & Amesbury road, to which what was known as the Lovell system was leased, was crushed by its financial responsibilities, and by order of the court passed into the control of Allen Hollis as receiver May 15, 1906, and was operated by him until April 1, 1908, when having been sold and reorganized and recapitalized, it became the property of a corporation of which Mr. Hollis is president.

Its physical condition has been much improved since it was declared bankrupt. Its gross receipts last year were \$52,818.39, or \$1,500.02 less than its operating expenses. As recapitalized its stock is \$125,000 and its bonds \$113,000. Its current liabilities July 1 were \$7,858.42.

The Haverhill, Plaistow & Newton earned \$37,680.81, against which were charged \$29,081.18 for operating expenses, and \$7,262.60 for fixed charges, leaving \$1,337.03 net.

The Hudson, Pelham and Salem having emerged from bankruptcy, in which its capitalization was reduced one half, makes an encouraging showing of \$100,109.45 in gross receipts, with \$91,051.11 for operating expenses and \$10,442.34 for fixed charges, a deficit of only \$1,384.

Lack of money with which to make greatly needed repairs, renewals and a long postponed extension to Swanzey, and lack of patronage, have badly crippled the Keene road, and its owners have with great difficulty kept it in operation. It has never earned anything for them, and the investments in the property have thus far been entirely to the benefit of its patrons. It is capitalized at \$145,000 in stock and

\$80,000 in bonds, and its floating indebtedness on the first of July last was \$68,556.34.

Its gross receipts last year were \$26,694.46, which did not equal its operating expenses and fixed charges by \$4,441.89, and its deficit was increased to \$11,604.96.

We understand that since the end of the fiscal year arrangements have been made for its recapitalization, reconstruction, and extension to Swanzey, and if this be true it may be rescued from the condition we found it in when we inspected it.

The Laconia earned \$33,722.29, which was \$4,500.85 more than the operating expenses, but with interest charges and taxes amounting to \$9,142.47 the balance was a deficit of \$4,641.62, which, added to that of 1907, made \$14,534.66.

The road labors under heavy financial responsibilities, which have been carried with great patience and courage by the owners of its securities, but it has been kept in fair condition and its service is much better than the public pays for.

The Portsmouth & Exeter barely earned operating expenses, and its fixed charges were added to its constantly swelling deficit.

The Seabrook & Hampton Beach, which is a connecting link along the Seabrook Beach and is operated only in summer, earned \$17,653.69, of which \$4,085.29 was net.

The gross receipts of the Manchester were \$340,469.17, its operating expenses were \$262,266.09, and its fixed charges \$19,237.82, leaving a divisible income of \$58,965.26, from which six per cent dividends amounting to \$56,670 were paid, and \$2,295.26 was carried to the surplus account. This shows a volume of business substantially the same as that of 1907, with a considerable increase in operating expenses and fixed charges.

These figures testify to the fact often stated in these reports that with five-cent fares the only electric roads in New Hampshire that have ever earned dividends upon their cost or ever can earn them are those in Manchester, Concord and Dover, and, perhaps, Nashua, where large populations contribute to their support, and whether an increase in rates will bring an increase in earnings is doubtful.

The physical life of an electric railway of light construction such as obtained with most of our country roads because of a lack of money with which to build more durably is comparatively short, on an average not more than ten or twelve years, and when, as has been the case with most of these roads, the earnings have not enabled the managers to make liberal outlays for repairs, they have recently come to a condition where reconstruction of roadbeds, tracks and overhead work has been imperatively demanded, and this has been largely accomplished upon the Exeter, Hampton & Amesbury and the Hudson, Pelham & Salem, both of which are in much better condition than ever before. The Manchester & Concord and Manchester & Portsmouth having at command abundant capital were well built and equipped originally and have been kept up to a high standard since. The Laconia, Chester & Derry, Dover, Somersworth & Rochester and others in the Lovell system are in fair shape. The Nashua & Keene are greatly in need of renewals without which they cannot do business much longer. The Claremont is a recent appearance on the list, and the Berlin is passable for the present.

THE MANCHESTER TRACTION, LIGHT & POWER COMPANY

Is the only one making a report to this board. It owns all the stock of the Manchester Street Railway, the Manchester & Derry Street Railway, and the Manchester & Nashua Street Railway, and the power plants, privileges and distributing agencies which supply electrical light and power to those railroads and to purchasers in Manchester and vicinity. It is capitalized at \$2,000,000 in first mortgage 5 per cent bonds and \$2,400,000 in stock, to which the board has recently authorized an addition of \$400,000 to cancel current liabilities, making a total capitalization of \$4,800,000. Its total earnings from operation last year were \$407,540.84, and its operating expenses were \$106,618.62, leaving a balance of \$300,922.22, to which was added the net earnings of the Manchester Street Railway, \$56,670, making \$357,592.22. The receipts were for commercial lights, \$161,561.01; municipal lights, \$51,748.25; sale of power, \$173,405.84; rents, \$17,637; parks, \$3,188.74.

RAILROAD TAXES.

NAMES.	Miles.	Valuation.	Amount Taxed in Towns.	Value for taxation	Tax.
Boston & Lowell, one half Manchester & Keene	14.80	\$ 60,000	\$ 11,875	\$ 48,125	\$ 827.75
Boston & Maine	181.26	5,255,000	195,219	5,059,781	87,028.23
Concord & Claremont	70.90	800,000	4,625	795,375	13,680.45
Concord & Montreal	349.40	9,860,000	278,470	9,586,530	164,888.32
Concord & Portsmouth	39.87	750,000	.....	750,000	12,900.00
Connecticut River	28.21	325,000	16,900	308,100	5,299.32
Fitchburg	78.52	1,680,000	26,660	1,653,340	28,487.45
Grand Trunk	52.06	550,000	3,100	546,900	9,466.68
Manchester & Lawrence	22.39	1,540,000	8,060	1,531,940	26,349.37
Mount Washington	3.38	125,000	25,000	100,000	1,720.00
Nashua & Lowell	5.25	400,000	39,500	360,500	6,200.50
New Boston	5.19	25,000	.....	25,000	490.00
Northern	82.67	2,430,000	13,600	2,416,400	41,562.08

Pemigewasset Valley.....	22.93	210,000	800	209,200	3,598.24
Peterborough	10.50	50,000	4,100	45,900	789.48
Peterborough & Hillsborough.....	18.51	50,000	900	49,100	844.52
Portland & Ogdensburg.....	57.98	400,000	5,845	394,155	6,779.47
Sullivan County	25.19	750,000	16,915	733,085	12,609.06
Suncook Valley.....	17.41	140,000	4,950	135,050	2,322.86
Upper Coos	41.48	100,000	600	99,400	1,709.68
Wilton.....	15.50	300,000	1,550	298,450	5,183.34
Worcester, Nashua & Rochester.....	55.02	1,230,000	19,100	1,210,900	20,827.48
Chester & Derry Railroad Association.....	.....	27,500	.....	27,500	473.00
Laconia Street Railway	8.36	40,000	10,600	29,400	505.68
Manchester Street Railway	*39.80	400,000	.....	400,000	6,880.00
Nashua Street Railway.....	*15.52	165,000	4,550	160,450	2,759.74
Dover, Somersworth & Rochester Street Railway	*18.99	150,000	12,000	138,000	2,373.60
Exeter, Hampton & Amesbury Street Railway ..	*20.60	60,000	18,000	42,000	722.40
Totals.....	1,296.64	\$27,872,500	.....	\$717,919	\$27,154,581

*Not all taxable. The expense of the Railroad Commission is met by an extra tax upon the gross receipts of railroads.

STREET RAILWAY STATISTICS.

	Capital or Reserve	Miles of Track	Stock	Bonds	Current Liabilities	Gross Income	Operating Expenses	Fixed Charges	Divisible Income	No. Five Cent Fares
Atlantic Shore Line.....	90.41	94.91	\$3,200,000.00	\$2,496,550.00	\$512,459.36	\$348,807.27	\$229,431.27	\$116,739.64	\$2,696.36	5,550,314
Berlin.....	7.50	7.75	110,000.00	105,000.00	...	45,806.06	37,912.25	6,247.92	1,645.88	821,430
Chester & Derry.....	7.75	7.75	150,000.00	50,000.00	7,678.50	16,435.53	11,255.64	3,300.96	1,878.63	281,271
Claremont & Manchester.....	27.88	8.408	160,000.00	150,000.00	13,748.66	80,000.00	25,886.90	7,866.28	2,800.64	386,918
Concord & Manchester.....	27.88	30.11	463,382.28	473,000.00	16,862.39	123,383.98	21,942.21	21,404.40	2,912,463	
Dover, Somersworth & Dover.....	18.176	18.985	375,000.00	300,000.00	11,337.29	96,453.91	70,552.52	24,000.42	1,900.97	1,888,386
Erie, Hampton & Amesbury.....	29.721	21.604	113,000.00	125,000.00	7,858.42	52,863.19	54,318.69	3,814.28	5,163.68	983,971
Haverhill, Plaistow & Newton.....	8.155	8.474	225,000.00	145,000.00	3,625.00	37,650.81	29,081.18	7,292.60	1,337.03	749,636
Hudson, Pelham & Salem.....	28.839	29.414	200,000.00	200,000.00	19,105.71	100,109.45	91,051.11	10,442.34	1,981.519	
Keene.....	8.344	8.364	145,000.00	80,000.00	68,556.34	25,591.46	23,476.57	8,659.78	4,441.89	524,717
Laconia.....	8.36	8.87	140,000.00	130,000.00	217,783.39	33,722.59	28,221.44	8,162.47	4,641.63	685,925
Manchester & Derry.....	28.659	41.368	94,500.00	274,032.10	340,469.17	262,266.09	19,231.82	35,365.26	6,707,433	
Manchester & Nashua.....	8.03	8.355	125,000.00	125,000.00	63,962.90	16,380.50	13,608.66	3,448.35	5,676.51	338,110
Nashua.....	12.378	14.335	200,000.00	200,000.00	32,208.09	40,123.03	26,384.28	11,921.00	1,837.75	732,497
Portsmouth & Exeter.....	14.169	15.52	325,000.00	150,000.00	12,747.28	87,128.88	58,371.22	9,506.95	* 19,247.71	1,677,598
Seabrook & Hampton Beach.....	16.10	19.34	185,000.00	145,000.00	51,210.60	20,597.53	19,448.76	7,950.00	6,521.38	415,330
Springfield.....	5.983	6.111	65,000.00	45,000.00	1,125.00	11,863.69	8,111.06	5,457.34	4,085.29	331,741
Uncanoonuc.....	2.25	2.25	12,000.00	83,700.00	9,930.34	15,459.78	14,792.84	591.32	15.62	136,243
	337.257	367.069	\$7,134,132.28	\$4,908,500.00	\$1,101,372.98	\$1,547,605.26	\$1,190,261.49	\$257,635.68		28,592,395

* Including \$18,500 paid stockholders by Boston & Northern Street Railway.

^a Including \$30,000 from sinking fund.

^b Including \$4,50 for material sold.

^c Including \$144,380 for junk, etc., sold.

^d Capitalized since July 1st, 1898.

^e Including \$241.00 for park receipts.

|| Divisible. † Divisible Income.

† For seven months.

Divisible Income	\$129,325.68
Deficit	26,616.57
Excess of Income	\$98,710.09

INCIDENTAL EXPENSES.

The public statutes place at the disposal of the board for services of stenographers and experts and the cost of stationery, express, and postage the sum of \$1,000 annually. Of this amount there were expended in the year ending June 30, 1908, the following sums:

Stenographers and typewriters	..	..	\$450.75
Postage	..	..	80.25
Office supplies	..	..	53.43
Telegraph and telephone	..	..	29.98
Express	..	..	12.98
Expenses of commissioners and clerks	..	..	102.31
<hr/>			\$729.70

PART II.

RAILROAD RETURNS.

REPORT
OF THE
BOSTON & MAINE RAILROAD
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation	\$38,990,748.94	
Operating expenses	29,354,196.92	
Net earnings from operation		<u>\$9,636,552.02</u>
Dividends received on stocks owned:		
Maine Central Railroad, 25,160 shares, 8 per cent	\$201,280.00	
York Harbor & Beach Railroad, (par value \$50) 5,108 shares, 4 per cent	10,216.00	
Owned by C. & M. R. R.:		
Suncook Valley Railroad, 630% shares, 9 per cent	*5,675.40	
Pemigewasset Valley Railroad, 381 shares, 6 per cent	2,286.00	
New Boston Railroad, 100 shares, 6 per cent	*600.00	
Mt. Washington Railway, 2,115 shares, 3 per cent	6,345.00	
Owned by Conn. River R. R.:		
Vermont Valley Railroad, (par value \$50) 19,494 shares, 15 per cent	*146,205.00	
Vermont Valley Railroad, 22 shares, 10 per cent	110.00	
Vermont Valley Railroad (1 semi-annual dividend) 40 shares, 5 per cent	100.00	

* Covers 18 months' dividends.

Owned by B. & L. R. R.:	
Peterborough Railroad, shares, 4 per cent	\$1,324.00
Total	\$374,141.40
Interest received on bonds owned:	
Woodsville Aqueduct Company owned by B. & M. R. R., \$5,450, 1 year at 4 per cent	\$218.00
Owned by C. & M. R. R., \$10,000, 1 year at 4 per cent	400.00
Montreal & Atlantic Railway Company, \$108,000, 1 year at 5 per cent	5,400.00
Conway Electric St. Railway Company, owned by Fitchburg Railroad, \$65,000, 6 months at 5 per cent	1,625.00
Total	7,643.00
Miscellaneous income, less expense of collecting:	
Street railways, gross income, \$220,107.48; less expense, \$186,-331.11	\$33,776.37
Steamboats, gross income, \$24,870.72; less expense, \$21,569.05	3,301.67
Grain elevators, gross income, \$101,365.68; less expense, \$74,-227.85	27,137.83
Miscellaneous, gross income, \$18,752.64; less expense, \$17,246.90	1,505.74
Rent real estate, gross income, \$268,849.83; less expense, \$50,689.44	218,160.39
Interest received	79,235.78
Sundry items	12,897.96
Total	376,015.74
Total income from sources other than operation	\$757,800.14
Gross income above operating expenses	\$10,394,352.16
Charges upon income accrued during year:	
Interest on funded debt	\$1,179,015.00
Interest and discount on unfunded debts and loans	590,890.12
Taxes	1,712,272.66

Rentals of leased roads:	
Fitchburg	\$1,826,078.33
Concord & Montreal	816,174.07
Boston & Lowell	809,543.66
Connecticut River	401,840.00
Worcester, Nashua & Rochester	250,000.00
Connecticut & Passumpsic Rivers	229,000.00
Vermont & Massachusetts	221,600.00
Northern	216,104.00
Manchester & Lawrence	112,960.00
Nashua & Lowell	73,000.00
Lowell & Andover	52,500.00
Pemigewasset Valley	32,790.00
Concord & Portsmouth	25,000.00
Massawippi Valley	24,000.00
Stony Brook	21,500.00
Wilton	20,400.00
Peterborough	15,700.00
Troy & Bennington	15,400.00
Suncook Valley	14,700.00
Kennebunk & Kennebunkport	2,925.00
New Boston	2,800.00
Newport & Richford, \$17,500; sublet for \$18,000; credit	500.00
 Total	 \$5,183,515.06
Payments to sinking and other special funds:	
Sinking fund, B. & M. R. R. bonds	28,785.00
Other deductions from income:	
Additions and betterments	\$80,536.74
Rent of tracks, yards and terminals	45,676.79
Hire of equipment	902,701.37
 Total	 1,028,914.90
Total charges and deductions from income	 \$9,723,392.74
Net divisible income	 \$670,959.42
Dividends declared during the year payable on—	
October 1, 1907, 1½ per cent on \$26,381,100, common	\$461,669.25
January 1, 1908, 1½ per cent on \$26,452,000, common	462,910.00
April 1, 1908, 1½ per cent on \$26,975,700, common	472,074.75
July 1, 1908, 1½ per cent on \$27,065,100, common	473,639.25
September 2, 1907, 3 per cent on \$3,149,800, preferred	94,494.00

March 2, 1908, 3 per cent on \$3,- 149,800, preferred	\$94,494.00	
Subscriptions received on com- mon stock—shares not yet is- sued	21,339.85	
Total dividends declared		\$2,080,621.10
Deficit for the year ending June 30, 1908		\$1,409,661.68
Amount of surplus June 30, 1907		3,437,528.19
Total		\$2,027,866.51
Credits to profit and loss account during year: By contingent fund	\$543,206.11	
Debits to profit and loss account during year: To new equipment	\$155,299.51	
To uncollectible accounts,	1,368.85	
Total debits	156,668.36	
Net amount credited to profit and loss		386,537.75
Total surplus June 30, 1908		\$2,414,404.26
EARNINGS FROM OPERATION.		
Gross receipts from passengers		\$13,722,460.51
Deductions: Tickets redeemed	\$28,077.04	
Excess fares refunded	156,995.88	
Total deductions		185,072.92
Net revenue from passengers		\$13,537,387.59
From mails	\$509,943.22	
From express, \$1,117,922.29; milk, \$227,714.23	1,345,636.52	
From extra baggage and storage	114,046.29	
Special trains	49,083.19	
Newspapers transported in baggage cars	59,787.30	
Miscellaneous	19,337.28	
		2,097,833.80
Total earnings, passenger service		\$15,635,221.39
Gross receipts from freight		\$22,617,354.55

Deductions:		
Overcharge to shippers		\$131,289.42
Net revenue from freight		\$22,486,065.13
Special trains	\$16,958.89	
Storage and miscellaneous	234,362.76	
		251,321.65
Total earnings, freight service		\$22,737,386.78
Total passenger and freight earnings		\$38,372,608.17
Other earnings from operation:		
Car service collections at stations	\$222,272.83	
Switching charges—balance	186,403.86	
Telegraph companies	16,883.97	
Rentals from buildings and other property	113,813.65	
From other sources:		
Station and train privileges and parcel room receipts	78,766.46	
Total other earnings		618,140.77
Gross earnings from operation		\$38,990,748.94
 EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers		\$110,757.32
Salaries of clerks and attendants		319,277.82
General office expenses and supplies		13,892.71
Insurance		221,974.85
Law expenses		182,477.33
Stationery and printing (general offices)		30,176.00
Miscellaneous expenses		45,066.96
General administration, joint tracks, yards and terminals		617.15
Total		\$924,240.14
Maintenance of way and structures:		
Repairs of roadway		\$2,696,007.28
Renewals of rails		252,768.10
Renewals of ties		574,298.66
Repairs and renewals of bridges and culverts		280,436.02
Repairs and renewals of fences, road crossings, signs and cattle guards		159,377.03

Repairs of buildings and fixtures	\$599,304.15
Repairs and renewals of docks and wharves	25,744.20
Repairs and renewals of telegraph	14,292.27
Stationery and printing	5,335.54
Miscellaneous expenses	611.06
Maintaining joint tracks, yards and other facilities	22,228.36
Total	\$4,630,402.67
 Maintenance of equipment:	
Superintendence	\$148,619.24
Repairs and renewals of locomotives	1,276,685.01
Repairs and renewals of passenger cars	580,063.27
Repairs and renewals of freight cars	1,189,170.43
Repairs and renewals of work cars	29,438.20
Repairs and renewals of shop machinery and tools	47,295.97
Stationery and printing	9,490.89
Miscellaneous expenses (watching, etc.)	221,380.18
New equipment	863,795.43
Total	\$4,365,938.62
 Conducting transportation:	
Superintendence	\$422,232.09
Engine and roundhouse men	3,112,707.78
Fuel for locomotives	4,681,645.94
Water supply for locomotives	187,755.97
Oil, tallow and waste for locomotives	83,667.10
Other supplies for locomotives	35,241.47
Train service	2,388,849.76
Train supplies and expenses	526,882.34
Switchmen, flagmen and watchmen	2,481,784.07
Telegraph expenses	259,941.32
Station service	3,236,201.02
Station supplies	357,799.14
Hire of equipment*—balance	382,055.93
Loss and damage	240,621.05
Injuries to persons	451,019.76
Clearing wrecks	57,695.08
Advertising	170,916.28
Outside agencies	145,673.55
Rentals for tracks, yards, terminals, buildings and property.†	
Stationery and printing	201,013.73
Miscellaneous	6,132.40
Operating joint tracks	3,779.71
Total	\$19,433,615.49

* The balance of this account, amounting to \$902,701.37, representing the rental feature, is deducted from income, as shown on page 3.

† These rentals, amounting to \$45,676.79, are deducted from income, as shown on page 3.

Recapitulation:			
General expenses			\$924,240.14
Maintenance of way and structures			4,630,402.67
Maintenance of equipment			4,365,938.62
Conducting transportation			19,433,615.49
Total operating expenses			\$29,354,196.92
Percentage of operating expenses to gross earnings			75.29

GENERAL BALANCE SHEET.

Cost of road		\$46,787,285.58
Cost of equipment		17,515,097.60
Real estate:		
Nashua	\$231,578.19	
Fabyan	1,631.98	
Manchester	480.66	
Harrisville	150.00	
Marlborough	65.00	
Waltham, Mass.	501.67	
Arlington, Mass.	2,500.00	
Lowell, Mass	4,613.80	
Chelmsford, Mass.	1,500.00	
Ayer, Mass.	30.87	
Total		243,052.17
Stock of:		
Fitchburg Railroad, common, 54,- 547 shares	\$5,454,549.75	
Maine Central Railroad, 25,160 shares	2,516,000.00	
Boston & Maine Railroad, com- mon, 11,283 shares	1,293,668.37	
York Harbor & Beach Railroad (par \$50) 5,108 shares	250,975.00	
Portland Union Railway Station Company, 250 shares	25,000.00	
St. Johnsbury & Lake Champlain Railroad (par \$50) 809 shares	4,303.56	
Portsmouth Bridge, 400 shares	4,000.00	
Montreal & Atlantic Railway Company, 373 shares	3,000.00	
Concord & Claremont Railroad, 117 shares	4,890.00	
Proprietors Wells River Bridge, 11 shares	1,090.00	
Total		9,557,476.68

Bonds of:	
St. Johnsbury & Lake Champlain Railroad Company, \$432,000	\$432,000.00
Montreal & Atlantic Railway Company, \$108,000	108,000.00
Woodsville Aqueduct Company, \$5,450	5,450
	5,618.50
Total	\$545,618.50
Other permanent property:	
Steamer Mt. Washington and wharves	\$69,260.24
Richford, Vt., elevator, half interest	52,261.43
Total	121,521.67
Total permanent investments	\$74,770,052.20
Cash	
Cash	\$2,075,270.97
Bills receivable	979,330.75
Due from agents	1,923,844.21
Traffic balances due from other companies	398,150.03
Due from solvent companies and individuals	3,887,940.78
Sinking and other special funds	842,453.86
Total cash and current assets	10,106,990.60
Materials and supplies	\$4,727,594.42
Other assets and property:	
Prepaid insurance premiums, etc.	296,405.68
Elimination of grade crossings in process	495,623.46
Total miscellaneous assets	5,519,623.56
Total	\$90,396,666.36
Capital stock, common:	
Common, \$28,193,600.00; common, scrip, \$490.70; subscriptions received on common stock, shares not yet issued, \$51,375.00	\$28,245,465.70
Capital stock, preferred	3,149,800.00
Total capital stock	\$31,395,265.70
Premium on Boston & Maine common stock sold	5,182,025.65

Funded debt	\$30,373,000.00
Premium on Boston & Maine bonds sold	120,000.00
Current liabilities:	
Loans and notes payable	\$11,053,000.00
Audited vouchers and accounts	2,049,213.57
Salaries and wages	533,233.63
Traffic balances due to other companies	1,373,429.33
Dividends not called for	4,510.06
Matured interest coupons unpaid (including coupons due July 1)	340,630.34
Rentals due and unpaid (including rentals due July 1)	1,215,128.61
Dividend on common stock due July 1, 1908	474,541.82
Total current liabilities	17,043,687.36
Accrued liabilities:	
Interest accrued and not yet due	\$243,457.55
Taxes accrued and not yet due	467,190.87
Rentals accrued and not yet due	492,102.01
Total accrued liabilities	1,202,750.43
Amounts due leased roads, at termination of leases	
Sinking fund for redemption of Boston & Maine bonds	1,823,079.10
Profit and loss balance—Surplus	842,453.86
Total	2,414,404.26
PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions to construction account classified in accordance with the requirements of the Interstate Commerce commission:	
Engineering	\$14,179.81
Right of way and station grounds*	74,920.06
Real estate†	1,120,059.75
Grading	220,427.72
Bridges, trestles and culverts	123,662.75
Ties	36,815.58
Rails	95,797.36

* Includes cost of land transferred from investment account, \$24,072.69 of real estate.

† Includes cost of land transferred from investment account, \$1,073,818.07 of real estate.

Frogs and switches	\$4,778.68
Track fastenings and other material	17,230.02
Ballast	48,126.91
Track laying and surfacing	84,187.88
Roadway tools	28.40
Fencing right of way	3,113.59
Crossings and signs	142,562.77
Interlocking and other signal apparatus	74,586.23
Telegraph and telephone lines	249.56
Station buildings and fixtures	184,150.47
Shops, engine houses and turn-tables	76,521.34
Shop, machinery and tools	1,515.53
Water stations	8,953.73
Grain elevators	1,119.67
Dock and wharf property	1,273.63
Miscellaneous structures	13,359.53
Earnings and operating expenses during construction	32.30
Law expenses	34.00
 Total additions to construction account	\$2,192,097.33
 Additions to equipment account:	
Locomotives	\$340,262.63
Cars for passenger service	432,486.74
Cars for freight service	4,037,074.24
Cars for company's service	6,024.69
Air brakes supplied freight cars	12,032.64
 Total additions to equipment account	4,815,831.56
 Other expenditure charged to property account:	
15 shares Concord & Claremont Railroad stock (par \$50)	750.00
 Total additions to property account	\$7,008,678.89

Deductions from property account (property sold or reduced in valuation and credited to property account):

Under the new system of accounting, prescribed by the Interstate Commerce Commission, effective July 1, 1907, real estate acquired in excess of that actually required for roadbed or station, shop, or yard grounds, and which is to be held permanently or temporarily for special purposes, such as fractional or whole lots lying adjacent to or apart from lands required for right of way, station, shop, or yard purposes, which it may be necessary to purchase in order to obtain the lands required, should be considered as a part of "Cost of Road," designated as "Real Estate," and lands used for right of way are to be designated as a separate account in cost of road under caption "Right of Way and Station Grounds."

The following parcels of land have heretofore been carried on the balance sheet under "Real Estate—Investment Account," and are now transferred to Cost of Road, viz.:

Transferred to Cost of Road, "Right of Way, etc."	
Sundry parcels	\$24,072.69
Transferred to "Cost of Road—Real Estate" as follows:	
Somerville, Mass.	\$480,744.73
Boston, Mass.	186,994.99
Lynn, Mass.	108,962.16
Medford, Mass.	38,192.64
Malden, Mass.	28,383.40
Chelsea, Mass.	17,105.32
Swampscott, Mass.	20,617.41
Revere, Mass.	19,000.00
Everett, Mass.	19,739.07
Dover	20,234.69
Portland, Me.	27,349.29
Saco & Biddeford, Me.	23,701.65
Sundry other places	82,792.72
	1,073,818.07
Transferred to improvement accounts, leased roads, etc	12,930.20
Real estate sold	30,000.00
Total deductions from property account	\$1,140,820.96
Net addition to property account for the year	\$5,867,857.93
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CAPITAL STOCK.	
Capital stock authorized by law, common	\$29,200,425.30
Capital stock authorized by law, preferred	3,149,800.00
Total capital stock authorized by law	\$32,350,225.30
Capital stock authorized by votes of company, common	\$28,856,825.30
Capital stock authorized by votes of company, preferred	3,149,800.00
Total capital stock authorized by vote	\$32,006,625.30
Capital stock issued and outstanding, common	\$28,193,600.00
Capital stock issued and outstanding, preferred	3,149,800.00
Total capital stock outstanding	\$31,343,400.00

Amount paid in on 777 shares not yet issued Scrip convertible into stock	\$51,375.00 490.70
Total capital stock liability	31,395,265.70
Number of shares issued and outstanding, com- mon	281,936
Number of shares issued and outstanding, pre- ferred	31,498
Total number of shares outstanding	313,434
Number of stockholders, common	7,091
Number of stockholders, preferred	767
Total number of stockholders	7,858
Number of stockholders in New Hampshire, common	1,456
Number of stockholders in New Hampshire, preferred	61
Total stockholders in New Hampshire	1,517
Amount of stock held in New Hampshire, com- mon	\$2,066,000.00
Amount of stock held in New Hampshire, pre- ferred	370,100.00
Total stock held in New Hampshire	\$2,436,100.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during the year.
Boston & Maine Railroad Im- provement bonds.....	4%	Feb. 1, 1937	\$1,919,000.00	\$76,760.00
Boston & Maine Railr'd bonds	4%	Aug. 1, 1942	2,500,000.00	100,340.00
" " " "	4 1/4	Jan. 1, 1944	6,000,000.00	270,022.50
" " " "	3 1/2	July 1, 1950	5,454,000.00	163,620.00
" " " "	3 1/2	Nov. 1, 1921	1,000,000.00	34,965.00
" " " "	3 1/2	Jan. 1, 1923	2,000,000.00	70,105.00
" " " "	3 1/2	Feb. 2, 1925	500,000.00	17,482.50
" " " "	4%	Sep. 1, 1926	10,000,000.00	399,400.00
Portsmouth, Great Falls & Con- way Railroad bonds.....	4 1/2	June 1, 1937	1,000,000.00	45,101.25
Portland & Rochester Railroad terminal bonds, \$113,500, ma- tured October 1, 1907.....	4%	.....	.....	1,215.00
Totals .....	.....	.....	\$30,373,000.00	\$1,179,071.25

SINKING FUNDS.		
Amount June 30, 1907, for redemption of B. & M. R. R. Improvement bonds, sinking fund . . .		\$783,996.63
Amount June 30, 1907, of Eastern R. R. certificate of indebtedness, sinking fund . . .		1,612.78
Total sinking funds June 30, 1907 . . .		\$785,609.41
Additions during the year to B. & M. R. R. Im- provement bonds, sinking fund . . .		58,457.23
Total, including additions . . .		\$844,066.64
Deductions during the year from Eastern R. R., certificate of indebtedness, sinking fund . . .		1,612.78
Total sinking funds June 30, 1908 . . .		\$842,453.86
INJURY FUND.		
Amount of injury fund June 30, 1907 . . .		\$150,000.00
Deductions during the year . . .		150,000.00
Total injury fund June 30, 1908 . . .		nothing
CONTINGENT FUND.		
Amount of contingent fund June 30, 1907 . . .		\$543,206.11
Transferred to profit and loss . . .		543,206.11
Total contingent fund June 30, 1908 . . .		nothing
VOLUME OF TRAFFIC, ETC.		
Passenger traffic:*		
Number of passengers carried paying revenue		43,214,995
Number of passengers carried one mile . . .		790,805,436
Number of passengers carried one mile per mile of road operated . . .		352,690
Average length of journey per passenger, miles		18.30
Average amount received per passenger per mile carried . . .		\$0.01712
Passenger earnings (gross) per mile of road operated . . .		6,973.13
Passenger earnings (gross) per passenger-train mile run . . .		.0127300

* Does not include 3,473,681 passengers carried on electric street railways.

Freight traffic:	
Number of tons of freight hauled earning revenue	20,135,833
Number of tons of freight hauled one mile	2,152,627,465
Number of tons of freight hauled one mile per mile of road operated	960,047
Average length of haul per ton, miles	106.91
Average amount received per ton per mile hauled	\$0.01045
Freight earnings (gross) per mile of road operated	10,140.61
Freight earnings (gross) per freight-train mile run	2.52858
Operating expenses:	
Operating expenses per mile of road operated	\$13,091.64
Operating expenses per revenue-train mile run	1.37
Train mileage:	
Miles run by passenger trains	12,282,177
Miles run by freight trains	8,992,178
Miles run by mixed trains	102,476
Total mileage of trains earning revenue	21,376,831
Miles run by switching-trains	6,420,051
Miles run by construction and other trains	561,681
Total train mileage	28,358,563
Fares and freights:	
Average rate of fare per mile received for local and trip tickets	1.802 cts.
Average rate of fare per mile received for mileage tickets	2 " "
Average rate of fare per mile received for time and commutation tickets, within suburban circuit	1 to 2 "
Average rate of fare per mile received for time and commutation tickets, without suburban circuit	2 to 2.25 "
Average rate of fare per mile received for interline tickets	1.894 "
Average rate received per ton mile for local freight	1.525 "
Average rate received per ton mile for interline freight	0.787 "
Employees:	
Average number of persons employed	25,801

RAILROAD OWNED.		
Length of main line in New Hampshire . . .	124.28	miles
Total length of main line	446.52	"
Length of branch line in New Hampshire . . .	75.08	"
Total length of branch line*	202.01	"
Total length of line owned in New Hampshire . . .	199.36	"
Total length of line owned	648.53	"
Length of second track in New Hampshire . . .	46.16	"
Total length of second track	184.72	"
Total length of third track	2.56	"
Length of side track, etc., in New Hampshire . . .	62.35	"
Total length of side track, etc.†	352.96	"
Total length of track owned in New Hampshire . . .	307.87	"
Total length of track owned‡	1,188.77	"

RAILROAD OPERATED.		
Length of main line in New Hampshire	501.18	miles
Total length of main line	1,353.42	"
Length of branch line in New Hampshire	558.13	"
Total length of branch line§	934.77	"
Total length of line operated in New Hampshire	1,059.31	"
Total length of line operated	2,288.19	"
Length of second track in New Hampshire	86.68	"
Total length of second track	549.13	"
Length of third track in New Hampshire	1.35	"
Total length of third track	8.39	"
Total length of fourth track	2.02	"
Length of side track, etc., in New Hampshire . . .	385.79	"
Total length of side track, etc.¶	1,306.60	"
Total length of track operated in New Hampshire . . .	1,533.13	"
Total length of track operated§	4,154.33	"

EQUIPPED FOR ELECTRIC POWER.		
Electric Street Railways included above.		
Length of main line, street railways, in New Hampshire	45.98	miles
Length of side track, etc., in New Hampshire	3.37	"
Total length of electric track	49.35	miles

* Includes 18.10 miles electric street railway in New Hampshire.

† " 1.14 " " " " " "

‡ " 19.24 " " " " " "

§ " 45.98 " " " " " "

¶ " 3.37 " " " " " "

§ " 49.35 " " " " " "

Description of Railroads and Branches Owned by

NAME OF RAILROAD OR BRANCH.	MAIN OR BRANCH LINE.	TERMINI OF MAIN OR BRANCH LINE.
Worcester, Nashua & Rochester.	Main.	Worcester, Mass., to Rochester
Boston & Lowell	"	Boston to Lowell, Mass.
Mystic.....	Branch.	Somerville to Mystic Wharves, Mass.....
Lexington	"	Somerville to Lexington, Mass.....
Middlesex Central.....	"	Lexington to Concord, Mass.....
Bedford & Billerica.....	"	Bedford to Billerica, Mass.....
Woburn.....	"	Winchester to North Woburn Junc., Mass.....
Stoneham	"	Montvale Junc. to Stoneham, Mass.....
Lawrence	"	Wilmington to Wilmington Junc., Mass.....
Salem & Lowell.....	"	Pembroke to Tewksbury Junc., Mass.....
Lowell & Lawrence	"	Lowell to Lawrence, Mass.....
Manchester & Keene, one-half.	"	Greenfield to Keene.....
Nashua & Lowell.....	Main.	Lowell, Mass., to Nashua
Concord & Montreal.....	Branch.	Nashua to Groveton.....
Hooksett	"	Hooksett to Bow Junction
Mt. Washington.....	"	Wing Road to Base Mt. Washington
Nashua & Acton.....	"	North Acton, Mass., to Nashua
Manchester & North Weare.....	"	Manchester to Henniker
Lake Shore.....	"	Lakeport to Alton Bay
Tilton & Belmont.....	"	Belmont Junction to Belmont
Whitefield & Jefferson	"	{ Whitefield Junction to Berlin
Profile & Franconia Notch.....	"	{ Jefferson Meadows to Jefferson
Manchester & Milford.....	"	Bethlehem Junc. to Bethlehem and Profile
Franklin & Tilton	"	Grasmere Junc. to East Milford [House
New Boston	"	Franklin to Tilton
Concord & Portsmouth	"	Parkers to New Boston
Suncook Valley.....	"	Portsmouth to Manchester
Suncook Valley Extension.....	"	Suncook to Pittsfield
Pemigewasset Valley	"	Pittsfield to Center Barnstead
Manchester & Keene, one-half.	"	{ Plymouth to Lincoln
Concord & Manches'r Elec. Br.	"	{ Compton to Compton Village
Northern.....	Main.	Greenfield to Keene
Peterborough & Hillsborough.	Branch.	Concord to Manchester and Penacook
Bristol	"	Concord to White River Junction, Vt.
Concord & Claremont	"	Peterborough to Hillsborough Bridge
Connecticut & Passumpsic Riv's.	Main.	Franklin to Bristol
Massawippi Valley	"	{ Concord to Claremont
Stanstead	"	{ Contoocook to Hillsborough Bridge
Connecticut River	Main.	White River Junction, Vt., to Canada Line
Chicopee Falls	Branch.	Canada Line to Lennoxville, P. Q.
Easthampton	Main.	Stanstead Junc. to Stanstead, P. Q.
East Deerfield	Branch.	Springfield, Mass., to Keene
Lowell & Andover	"	Chicopee Junc. to Chicopee Falls, Mass.
Manchester & Lawrence	"	Mt. Tom Junc. to Easthampton, Mass.
Stony Brook	"	{ Connection with Fitchburg Railroad at
Kennebunk & Kennebunkport	"	{ East Deerfield.
Wilton	Main.	Lowell Junction to Lowell, Mass.
Peterborough (W. N. & P. Div.).	"	N. H. State Line to Manchester
Fitchburg	"	No. Chelmsford to Ayer Junction, Mass.
Fitchburg	"	Kennebunk to Kennebunkport, Me.
Fitchburg	"	Nashua to Wilton
Fitchburg	Main.	Wilton to Greenfield
Boston	"	Boston to Fitchburg, Mass.
Watertown	"	Greenfield, Mass., to Rotterdam Jc., N. Y.
Marlborough	"	Vermont State Line to Troy, N. Y.
<i>ed forward</i>		
.....		

Other Companies but Operated by this Company.

Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
94.48	55.02	21.88	.....	.....	.....	.....	.....	64.73	.75	181.09	74.77
26.27	.....	26.27	.....	.....	.....	.....	.....	72.06	.80	124.60	6.80
2.25	.....	.85	.....	.....	.....	.....	.....	40.14	.....	43.24	.....
8.11	.....	8.11	.....	.....	.....	.....	.....	4.13	.....	20.35	.....
11.08	.....	.....	.....	.....	.....	.....	.....	4.92	.....	16.00	.....
7.63	.....	.....	.....	.....	.....	.....	.....	.68	.....	8.31	.....
6.20	.....	6.20	.....	.....	.....	.....	.....	3.94	.....	16.34	.....
2.50	.....	.....	.....	.....	.....	.....	.....	1.63	.....	4.13	.....
3.21	.....	.....	.....	.....	.....	.....	.....	1.90	.....	5.11	.....
16.80	.....	.....	.....	.....	.....	.....	.....	7.99	.....	24.79	.....
12.42	.....	.....	.....	.....	.....	.....	.....	6.76	.....	19.18	.....
14.80	14.80	.....	.....	.....	.....	.....	.....	1.25	1.25	16.05	16.05
14.50	5.25	14.50	5.25	.....	.....	.....	.....	13.44	4.92	42.44	15.42
181.07	181.07	35.27	35.27	1.35	1.35	.....	.....	116.83	116.83	334.52	334.52
7.59	7.59	.....	.....	.....	.....	.....	.....	3.53	3.53	11.12	11.12
20.17	20.17	.....	.....	.....	.....	.....	.....	5.41	5.41	25.58	25.58
20.12	4.98	.....	.....	.....	.....	.....	.....	4.30	2.08	24.42	7.06
24.50	24.50	.....	.....	.....	.....	.....	.....	8.99	8.99	33.49	33.49
17.28	17.28	.....	.....	.....	.....	.....	.....	1.90	1.90	19.18	19.18
4.17	4.17	.....	.....	.....	.....	.....	.....	.65	.65	4.82	4.82
34.06	34.06	.....	.....	.....	.....	.....	.....	13.23	13.23	47.29	47.29
12.84	12.84	.....	.....	.....	.....	.....	.....	1.78	1.78	14.62	14.62
18.54	18.54	.....	.....	.....	.....	.....	.....	1.16	1.16	19.70	19.70
4.95	4.95	.....	.....	.....	.....	.....	.....	3.45	3.45	8.40	8.40
5.19	5.19	.....	.....	.....	.....	.....	.....	.81	.81	6.00	6.00
39.87	39.87	.....	.....	.....	.....	.....	.....	15.92	15.92	55.79	55.79
17.41	17.41	.....	.....	.....	.....	.....	.....	3.75	3.75	21.16	21.16
4.46	4.46	.....	.....	.....	.....	.....	.....	1.24	1.24	5.70	5.70
22.93	22.93	.....	.....	.....	.....	.....	.....	13.65	13.65	36.58	36.58
14.79	14.79	.....	.....	.....	.....	.....	.....	1.26	1.26	16.05	16.05
27.88	27.88	.....	.....	.....	.....	.....	.....	2.23	2.23	30.11	30.11
69.50	69.26	.....	.....	.....	.....	.....	.....	24.40	23.75	93.90	93.01
18.51	18.51	.....	.....	.....	.....	.....	.....	2.02	2.02	20.53	20.53
13.41	13.41	.....	.....	.....	.....	.....	.....	1.15	1.15	14.56	14.56
70.90	70.90	.....	.....	.....	.....	.....	.....	14.09	14.09	84.99	84.99
110.30	.....	.....	.....	.....	.....	.....	.....	44.44	.....	154.74	.....
31.95	.....	.....	.....	.....	.....	.....	.....	7.75	.....	39.70	.....
3.51	.....	.....	.....	.....	.....	.....	.....	.96	.....	4.47	.....
74.00	23.21	36.00	.....	.80	.....	.....	.....	68.02	5.87	178.82	29.08
2.35	.....	.....	.....	.....	.....	.....	.....	2.00	.....	4.35	.....
3.50	.....	.....	.....	.....	.....	.....	.....	1.46	.....	4.96	.....
1.04	.....	.....	.....	.....	.....	.....	.....	.19	.....	1.23	.....
8.85	.....	7.28	.....	.....	.....	.....	.....	5.98	.....	22.11	.....
22.39	22.39	.....	.....	.....	.....	.....	.....	11.14	11.14	33.53	33.53
13.16	.....	.....	.....	.....	.....	.....	.....	6.16	.....	19.32	.....
4.50	.....	.....	.....	.....	.....	.....	.....	.92	.....	5.42	.....
15.50	15.50	.....	.....	.....	.....	.....	.....	5.48	5.48	20.98	20.98
10.50	10.50	.....	.....	.....	.....	.....	.....	1.64	1.64	12.14	12.14
49.65	.....	49.65	.....	3.68	.....	2.02	.....	93.28	.....	198.28	.....
105.25	.....	70.60	.....	.....	.....	.....	.....	101.64	.....	277.49	.....
40.30	.....	15.55	.....	.....	.....	.....	.....	10.27	.....	66.12	.....
53.85	43.09	.....	.....	.....	.....	.....	.....	25.57	21.32	79.42	64.41
.66	.....	.49	.....	.....	.....	.....	.....	.....	.....	1.15	.....
6.63	.....	6.48	.....	.....	.....	.....	.....	5.07	.....	18.18	.....
12.35	.....	.....	.....	.....	.....	.....	.....	4.08	.....	16.43	.....
1440.63	824.52	299.13	40.52	5.83	1.35	2.02	.....	861.37	317.05	2608.93	1183.44

Description of Railroads and Branches Owned by

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.
<i>Brought forward.</i>		<i>Brought forward.</i>
Greenville.....	Branch	Ayer, Mass., to Greenville.....
Milford.....	"	Squannacook Junc., Mass. to Milford.....
Ashburnham.....	"	So. Ashburnham to Ashburnham, Mass.....
Worcester.....	"	Worcester to Winchendon, Mass.....
Peterborough (F. Div.).....	"	Winchendon, Mass., to Peterborough.....
Saratoga and Schuylerville.....	"	{ Mechanicville to Saratoga, N. Y.
Vermont & Massachusetts	Main.	Fitchburg to Greenfield, Mass.....
Turner's Falls	Branch	Turner's Falls Jc., to Turner's Falls, Mass.....
Troy & Bennington.....	"	Hoosick Junc., N. Y., to State Line, Vt.....
Trackage rights	"	No. Acton to Concord Junc., Mass.....
" "	"	Lenoxville to Sherbrooke, P. Q.
" "	"	City of Troy, N. Y.....
" "	"	Mechanicville to Crescent, N. Y.....
" "	"	At Winchendon, Mass.....
Tot ls.....		City of Portland, Me.....

Other Companies but Operated by this Company.—Continued.

Length of line in miles.	Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
1,440.63	824.52	299.13	40.52	5.83	1.35	2.02	861.37	317.05	2,608.98	1,183.44
23.64	9.58						4.47	2.04	28.11	11.62
21.73	12.17						4.28	2.09	26.01	14.26
2.59							.30		2.89	
35.74							15.60		51.34	
15.93	13.68						2.26	2.26	18.19	15.94
25.82							5.25		31.07	
55.78		55.78					57.97		169.53	
2.80							.90		3.70	
5.04							1.24		6.28	
4.21									4.21	
2.95									2.95	
2.03	2.00								4.03	
.21		6.94							6.94	
.56	.56								.21	
									1.12	
1,639.66	859.95	364.41	40.52	5.83	1.35	2.02	963.64	323.44	2,965.56	1,225.26

Description of Railroads and Branches

NAME OF RAILROAD OR BRANCH.	MAIN OR BRANCH LINE.	TERMINI OF MAIN OR BRANCH LINE.
Boston & Maine, Western Division		
Eastern Division	Main.	Boston, Mass., to Portland, Me.....
" "	"	Conway Junc., Me., to Intervale, N. H.
Southern Division.....	"	No. Cambridge Junc. to Northampton, Mass.
W. N. & P. Division.....	"	Rochester to Portland, Me.....
Medford.....	Branch.	Medford Junc. to Medford, Mass.....
South Reading.....	"	Peabody to Wakefield Junc., Mass.....
Newburyport.....	"	Wakefield Junc. to Newburyport, Mass.....
Methuen.....	"	Lawrence, Mass., to N. H. State Line.....
Georgetown.....	"	Bradford to Georgetown, Mass.....
West Amesbury.....	"	Newton Junc., to Merrimac, Mass.....
Dover & Winnipesaukee.....	"	Dover to Alton Bay.....
Somersworth.....	"	Rollinsford to Somersworth.....
Orchard Beach.....	"	Old Orchard to Camp Ellis, Me.....
Charlestown.....	"	Freight tracks in Charlestown, Mass.....
Saugus.....	"	Everett to West Lynn, Mass.....
Chelsea Beach.....	"	Revere Junc. to Saugus River Junc., Mass.....
Swampscott.....	"	Swampscott to Marblehead, Mass.....
Marblehead.....	"	Salem to Marblehead, Mass.....
Lawrence.....	"	Salem to North Andover, Mass.....
Gloucester.....	"	Beverly to Rockport, Mass.....
Essex.....	"	Wenham to Essex, Mass..... [Mass]
Newburyport City.....	"	Eastern tracks to Newburyport Wharves.....
Salisbury.....	"	Salisbury to Amesbury, Mass.....
Portsmouth & Dover.....	"	Portsmouth to Dover.....
Wolfeboro.....	"	Sanborntonville to Wolfeboro.....
Union.....	"	Green Street to M. C. R. R., Portland, Me.....
Lowell & Lawrence and Lowell & Andover connection, Lowell, Mass.....	"	Lowell, Mass.....
Electric street railway.....	"	Portsmouth, Rye, and Northampton.....
Totals.....		

Owned by this Company.

Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
115.31	34.75	91.37	30.23	1.53	.....	.....	119.11	16.50	328.42	81.48	.....
108.29	16.08	61.40	15.93	1.03	.....	.....	83.54	9.96	254.26	41.97	.....
73.37	70.45	.....	.....	.....	.....	.....	30.07	18.21	103.44	88.66	.....
95.69	.....	.....	.....	.....	.....	.....	25.31	.....	121.00	.....	.....
53.86	3.00	.....	.....	.....	.....	.....	24.67	2.50	78.53	5.50	.....
2.00	2.00	.....	.....	.....	.....	.....	1.88	.....	5.88	.....	.....
8.12	.....	.....	.....	.....	.....	.....	2.22	.....	10.34	.....	.....
30.37	.....	.....	.....	.....	.....	.....	6.47	.....	36.84	.....	.....
3.75	1.00	.....	.....	.....	.....	.....	15.07	.....	19.82	.....	.....
5.87	.....	.....	.....	.....	.....	.....	1.40	.....	7.27	.....	.....
4.45	2.32	.....	.....	.....	.....	.....	.62	.20	5.07	2.52	.....
29.00	29.00	.....	.....	.....	.....	.....	7.58	7.58	36.58	36.58	.....
2.75	2.75	.....	.....	.....	.....	.....	1.85	1.85	4.60	4.60	.....
3.27	.....	.....	.....	.....	.....	.....	.36	.....	3.63	.....	.....
1.09	1.09	.....	.....	.....	.....	.....	.....	.....	2.18	.....	.....
9.55	9.55	.....	.....	.....	.....	.....	5.48	.....	24.58	.....	.....
3.34	2.49	.....	.....	.....	.....	.....	.19	.....	6.02	.....	.....
3.96	.52	.....	.....	.....	.....	.....	1.33	.....	5.81	.....	.....
3.52	.....	.....	.....	.....	.....	.....	.86	.....	4.38	.....	.....
19.89	1.64	.....	.....	.....	.....	.....	7.93	.....	29.46	.....	.....
16.94	12.29	.....	.....	.....	.....	.....	5.75	.....	34.98	.....	.....
6.00	.....	.....	.....	.....	.....	.....	1.97	.....	7.97	.....	.....
1.97	.....	.....	.....	.....	.....	.....	1.31	.....	3.28	.....	.....
3.79	.....	.....	.....	.....	.....	.....	2.44	.....	6.23	.....	.....
10.88	10.88	.....	.....	.....	.....	.....	3.20	3.20	14.08	14.08	.....
12.03	12.03	.....	.....	.....	.....	.....	1.21	1.21	13.24	13.24	.....
1.12	.....	.....	.....	.....	.....	.....	.....	.....	1.12	.....	.....
.25	.....	.37	.....	.....	.....	.....	.....	.....	.62	.....	.....
18.10	18.10	.....	.....	.....	.....	.....	1.14	1.14	19.24	19.24	.....
648.53	199.36	184.72	46.16	2.56	.....	.....	352.96	62.35	1,188.77	367.87	.....

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number owned.	Number leased.	Total owned and leased.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with power train with power train with brakes.	Number equipped with brakes.	Number equipped with automatic couplers.	Name of coupler used.
Passenger locomotives	216	211	427	427	175,000	108,620	.....	.....	.....
Freight	222	205	427	427	175,000	182,080	.....	.....	.....
Switching, etc.	99	142	241	241	114,000	90,382	.....	.....	.....
Totals	537	558	1,095	1,095	.....	.....	.....	.....	.....
Passenger cars	581	501	1,082	.....	.....	1,062	1,018	516 Gould, 65 Tower, 437 National, 75 Gould, 2 Tower, 170 National.	247
Combination cars	136	111	247	.....	.....	.....	247	247	247
Dining cars	12	.....	12	.....	.....	.....	12	12	Gould.
Parlor cars	1	9	10	.....	.....	.....	10	10	8 Gould, 2 National.
Baggage, express and mail cars	185	155	340	.....	.....	.....	340	340	117 Gould, 8 Tower, 183 National, 32 Trojan.
Other cars in passenger service... ..	68	24	92	.....	.....	.....	92	92	65 Gould, 1 Trojan, 38 National.
Totals	983	800	1,783	.....	.....	.....	.....	.....	1,783
									1,719

Box cars,.....	8,967	4,662	13,529	.....	.....	13,492	13,529	13,275	Gould, 1 National, Janney, 5 Tower, 23 Tro- jan, 1 Jan.
Fiat cars,.....	386	1,950	2,335	.....	.....	2,326	2,335	2,143	Gould, 1 National, Trojan, 1 Tower, 3 Burns, 1 Janney, 2 Trojan.
Block cars	129	31	160	.....	.....	160	160	168	Gould, 2 Trojan.
Joke cars	160	100	160	.....	.....	160	169	168	Gould, 2 Trojan.
Coal cars,.....	5,127	2,100	7,227	.....	.....	6,847	6,896	6,833	Gould, 23 Trojan.
Logging trucks	46	46	177	.....	.....	177	177	173	Gould, 4 Trojan.
Refrigerator cars,.....	177	.....	177	.....	.....	177	177	173	Gould, 4 Trojan.
Totals.....	14,945	8,689	23,634	.....	.....	23,162	23,257	.....	.....
Officers' and pay cars.....	4	3	7	.....	.....	7	7	7	Gould, 4 National, 1 Gould, 1 National.
Air brake instruction cars.....	1	1	2	.....	.....	2	2	2	Gould, 1 National.
Derrick cars.....	42	24	66	.....	.....	56	64	61	Gould, 2 Trojan, 1 Tower.
Caboose cars,.....	284	147	431	.....	.....	423	431	423	Gould, 1 Trojan, 1 Tower, 1 Diamond, 4 National.
"Other cars in company's service, " " " " " elec.	287	98	385	5	.....	327	382	300	Gould, 23 Trojan, 1 Jan- ney, 17 National, 41 Tower.
Totals.....	620	276	886	.....	.....	815	886	1	.....
Showplows	49	44	93	.....	.....	72	38	28	Gould, 2 Trojan, 52 Tow- er.
Electric snowplows	1	3	4	.....	.....	1	1	1	.....

NEW BRIDGES.

NUMBER AND LOCATION.	DESCRIPTION OF BRIDGE REPAIRED.	DESCRIPTION OF NEW BRIDGE.	LENGTH OF SPAN AND NUMBER OF TRACKS.	LENGTH OF SPAN AND NUMBER OF TRACKS.	BY WHOM BUILT.
Western Division: 62, Newmarket..... 204, Salem..... 218, Londonderry.....	Iron stringer..... Wood stringer..... Wood stringer.....	Pile trestle..... Wood stringer..... Wood stringer.....	100 ft., 2 tracks. 10 ft., 1 track. 10 ft., 2 in., "	100 ft., 2 tracks. 10 ft., 1 track. 10 ft., 2 in., "	Boston & Maine Railroad. " " " " " "
Southern Division: 96, Concord..... 452, Barnstead.....	Iron stringer..... Pile trestle.....	Rolled beam br..... Pile trestle.....	15 ft., 3 in., 3 tracks. 206 ft., 8 in., 1 track.	15 ft., 3 in., 3 tracks. 206 ft., 8 in., 1 track.	Boston Bridge Works. Boston & Maine Railroad. " "
Flechting Division: 340, Greenville..... 448, Jaffrey..... 458, Noone.....	Deck Howe truss..... Pile trestle..... Wood stringer.....	Steel viaduct..... Pile trestle..... Wood stringer.....	631 ft., 7 in., " 88 ft., 6 in., " 10 ft., 5 in., "	631 ft., 7 in., " 88 ft., 6 in., " 10 ft., 5 in., "	Boston Bridge Works. Boston & Maine Railroad. " "
Eastern Division: 222, Dover Point..... W. N. & P. Division: 61, Barrington.....	Howe truss draw..... Deck wood truss.....	Riveted steel draw..... Framed trestle.....	241 ft., " 28 ft., 3 in., "	241 ft., " 28 ft., 3 in., "	N. E. Structural Co. Boston & Maine Railroad.
Concord Division: 228, Franklin..... 72, Grafton Center..... 75, Gansan..... 81, W. Canaan..... 88, E. Lebanon..... 149, Bradford..... 200, Peterborough.....	Wood stringer..... " "..... " "..... Framed trestle..... Through latrice..... Framed trestle..... Wood stringer.....	Wood stringer..... " "..... " "..... Framed trestle..... Deck plate girder..... Pile trestle..... Wood stringer.....	14 ft., 6 in., 2 tracks. 14 ft., 1 track. 13 ft., " 87 ft., 6 in., " 91 ft., 5 in., " 71 ft., 5 in., " 13 ft., 6 in., "	14 ft., 6 in., 2 tracks. 14 ft., 1 track. 13 ft., " 87 ft., 6 in., " 91 ft., 5 in., " 71 ft., 5 in., " 13 ft., 6 in., "	Boston & Maine Railroad. " " " " " " N. E. Structural Co. Boston & Maine Railroad. " "
White Mountains Division: 4, E. Concord..... 16, Thilton..... 81, The Weirs..... 40, New Hampton..... 65, W. Rumney..... 77, Warren..... 120, Whitford Junction..... 140, Coos Junction..... 145, Northumberland.....	Through lattice..... Wood pony..... " stringer..... " pony..... " stringer..... " "..... " "..... " "..... " ".....	Riveted steel through Pile trestle..... Wood stringer..... " "..... Pile trestle..... Wood stringer..... " "..... Trestle stringer..... Trussed stringer.....	441 ft., 8 in., " 183 ft., 6 in., " 115 ft., 1 in., " 12 ft., 6 in., " 81 ft., " 16 ft., 6 in., " 11 ft., " 21 ft., 6 in., " 21 ft., "	441 ft., 8 in., " 183 ft., 6 in., " 115 ft., 1 in., " 12 ft., 6 in., " 81 ft., " 16 ft., 6 in., " 11 ft., " 21 ft., 6 in., " 21 ft., "	Boston Bridge Works. Boston & Maine Railroad. " " " " " " " " " " " " " " " " " "

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of bridge	Description of work done.
Eastern Division: 270, Union.....	Iron stringers	New ties and side stringers.
Western Division: 64, Exeter..... 60, Newmarket..... 64, Durham..... 69, Madbury..... 70, "	Deck place girder..... Stone arch..... Deck place girder..... " " " Iron stringer.....	New ties. [track. Parapets raised for second New ties. Second track added. " "
Fitchburg Division: 360, West Hollis .. 361, " " .. 389, State Line .. 390, Fitzwilliam..... 407, Marlboro..... 419, E. Westmoreland	Iron stringer..... Deck plate girder..... Through place girder..... Pony Howe truss..... Through pin truss..... Trussed stringer.....	New ties. " " " " " " " " " "
W.N. & P. Division: 49, Epping..... 109, Hancock.....	Deck hose and lattice..... Deck place girder.....	Framed bents to replace [piles. New ties.
Concord Division: 45, Andover..... 77, Canaan .. 82, West Canaan..... 83, " " .. 96, East Lebanon..... 98, " " .. 104, Lebanon.....	Through lattice..... Frame trestle..... Through lattice..... " " .. " " .. " " .. " " ..	New floor beams. Side track added. [braces. New floor beams, stringers. New floor beams, stringers. New floor beams. [braces. New floor beams. [braces. New floor beams, stringers.
White Mountains DIV.: 6, East Concord..... 17, Tilton .. 49, Bridgewater..... 91, Pike..... 158, Belmont.....	Iron stringer..... Deck place girder..... Iron stringer..... Deck place girder..... Pile trestles	New ties, masonry extended. Pile bents at each pier. New ties. " " " "

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Crossings with Highways.

Number of crossings of railroad with highways at grade	909
Number of highway grade crossings protected by gates	49
Number of highway grade crossings protected by flagmen	84
Number of highway grade crossings protected by electric signals only	16
Number of highway grade crossings unprotected	760

Number of highway bridges 18 feet (or more) above track	44
Number of highway bridges less than 18 feet above track	66
Height of lowest highway bridge above track	15 ft. $\frac{1}{2}$ in.

Crossings with Other Railroads.

Crossings of railroad with other railroads at grade	5
Scotts. White Mountains Division with Maine Central Railroad.	
Coös Junction. White Mountains Division with Maine Central Railroad.	
Fabyan's. Mt. Washington Branch with Maine Central Railroad.	
Fabyan's. Mt. Washington Branch with Maine Central Railroad.	
Whitefield. Whitefield & Jefferson Branch with Maine Central Railroad.	
Jefferson Junction. Whitefield & Jefferson Branch with Maine Central Railroad.	

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.		Total on all lines operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passeng'rs.	25	17	.....	2	25	19	29	87
Employees.	5	8	8	10	13	18	54	160
Others .....	.....	1	24	9	24	10	125	56
Totals ..	30	96	32	21	62	47	208	258

STATEMENT OF ACCIDENTS IN NEW HAMPSHIRE.

July 1. Concord. Frank Cholo, ash pit man, both knees crushed by engine while working in pit.

July 2. Concord. F. W. Wells, yard brakeman, arm caught between couplers; crushed.

July 2. Manchester. Byron Cole and Frank Boyd, trespassers, intoxicated, struck by cars while walking on track; Cole had one rib broken, and Boyd had left hand crushed.

July 4. Hooksett. Unknown trespasser, knocked into river by train; drowned.

July 6. Nashua. A. Boucher, brakeman, slipped off engine; right foot crushed.

July 11. Hinsdale. Harrie A. Boldt, child, standing on farm crossing; struck by train and killed.

July 13. Plymouth. Frank O'Donnell, trespasser, walking on track, struck by train; three ribs and shoulder blade broken.

August 2. Bradford. Train struck hayrack on crossing, Alfred Palmer killed; Frank Russell, right hand cut and hip hurt.

August 9. Manchester. Harriet Chaffe struck by train on crossing; killed. Traveler on private highway.

August 10. Peterborough. Engine, on account of switch wrong, ran into milk car, knocking same against combination car containing passengers. F. W. Phelps, baggagemaster, head and face cut. H. W. Mastic, engineer, hip, leg and ankle hurt. D. S. Rouleau, fireman, right shoulder bruised. Arthur Garneau, trespasser, jaw, back, and arm hurt.

August 22. Dover. W. H. Neddeau, brakeman, caught between cars; several ribs broken.

August 30. Portsmouth. Body of William E. Hatch, trespasser, found on track; struck by some train.

August 31. Seabrook. George W. Chase, child trespasser, struck by train while standing on track; killed.

September 15. West Canaan. Head-on collision between passenger and freight trains, due to error in order received by freight. Twenty-five killed, nineteen injured.

The following killed:

Mrs. M. E. Warren	Bridget Shaughnessy
Timothy Shaughnessy	Leon S. Cady
Miss Delia Hould	Fred M. Phelps
Miss Annie St. Pierre	Richard F. Clarkson
George L. Southwick	T. Howard Warren
Mrs. Lethra C. Blake	Miss Lillian Vintinner
Dominick Benoit	Frank H. Lower
Vena Gagnon	Alice Cunningham
Mrs. Adolph Boisvert	Miss Annie Barrett
Augustine Royer	C. E. Derby
Mrs. William Vintinner	H. D. Stevens
Malcolm N. Wilson	Mrs. E. S. Griggis

John G. Congdon

The following injured (passengers):

Jennie Jauron, hip hurt.

Albine Jauron, front bone of head fractured.

Mrs. Dewey, back and kidneys hurt.
Mrs. Rosa Royer, back and chest hurt.
Iva Noyes, right arm injured and upper jaw fractured.
Anthony Jacques, scalp wound.
Emma Jacques, abdomen and back wrenched.
John Barrett, scalp wound and internally strained.
William Cunningham, scalp wound, back injured.
Charles St. Pierre, left shoulder fractured, legs bruised.
Mrs. Ella Vintinner, collar bone dislocated, ankle sprained.
E. A. Batchelder, ankle broken and cut.
Philip Gagnon, contusions to chest, left side and back, bad injury to shoulder and possibly ribs broken.
Fred Saunders, scalp wound and right shoulder wrenched.
John Saunders, head and wrist cut, left arm wrenched.
Mrs. Selina Saunders, scalp wound and side hurt.
Mrs. Alma Saunders, head, back and right arm hurt.
Frank Ryan, trainman, right arm badly injured.
F. O. Brown, passenger conductor, internal injuries.
September 19. Woodsville. Bosia Altegia, employee, struck by train while walking on track; right leg broken.
September 26. Concord. Mrs. H. Holbrook, passenger, jumped from moving train and fell; bad fracture over eye.
September 26. Milton. Lyman Welch, trespasser, found dead beside track; not known what caused death.
September 28. Peterborough. Lezer Rose, trespasser, stepped in front of moving car; killed.
September 28. Nashua. Thomas Lyons, trespasser, found under freight train; fatally injured. Supposed to have fallen while stealing ride.
October 4. Fremont. Rear end collision between two freight trains, Benjamin Fairfield, fireman, back injured; F. R. Latour, freight brakeman, face and head cut; E. H. Bell, engineer, back injured.
October 7. Portsmouth. A. L. Roberge, freight brakeman, struck by moving car; leg cut off. Died next day.
October 22. Berlin. Abnersa Salvon, employee Burgess Sulphite Paper Co., fell from moving cars, under wheels; died.
October 22. Hancock. Unknown trespasser, asleep on track, struck by train; killed.
October 23. Woodsville. N. L. Swain, freight brakeman, while walking on track was struck by train; killed.
October 28. Concord. John W. Williams, brakeman, while fixing knuckle had hand caught; fingers crushed.
November 8. Rollinsford. Joseph LaHay, a brakeman, while staking cars stake slipped and struck him; killed.
November 10. Portsmouth. Body of Parker H. Nourse, trespasser, found on track; supposed he fell while stealing a ride.
November 11. Newmarket. Body of Chas. A. Edgerly, found on track, run over by some train. Trespasser.
November 12. Reed's Ferry. Body of Patrick Horan, trespasser, found on track; was either struck by train or fell while stealing a ride.

November 12. Nashua. Thomas McCarthy, traveler on highway, found on track; fatally injured.

November 15. Meredith. Mrs. Carrie Wiggin, traveler on highway, struck by train on crossing; fatally injured.

November 22. Manchester. John Hedderman struck by train on crossing; killed. Traveler on private highway.

November 23. Dover. Mrs. Mary Peters, trespasser, ran over by cars while picking coal; right leg crushed.

November 27. Portsmouth. Unknown Greek, passenger, attempted to get off train backward; leg cut off at ankle.

December 9. Glencliff. Ray E. Tilton, freight brakeman, arm caught in brake wheel; broken.

December 13. Dover. Peter Indianapolis, laborer, stepped in front of train and was struck; skull fractured.

1908.

January 18. Rollinsford. Mr. and Mrs. Moses Roberts, occupants of wagon, struck by train on crossing; both killed.

January 28. Atkinson. M. C. Dalton, brakeman, struck by cattle run while on side of car; died later.

February 12. Winchester. Noah Aubian, deaf and dumb trespasser, struck by train; killed.

February 29. Concord. John A. Williams, freight brakeman, slipped from car under wheels; left leg crushed.

February 11. Rockingham Junction. Luther Purington, traveler on highway, struck by train on crossing and killed.

March 6. Keene. John H. Shea, conductor, fell under wheels; killed.

March 13. Lebanon. O. H. Becker, trespasser, attempted to board moving freight train, fell under wheels; right leg crushed.

March 30. Haverhill. On account of mistake in train orders two freight trains collided head-on. The following killed:

- Elmer Cross, engineman.
- F. A. Brown, fireman.
- Wilfred Noonan, head brakeman.
- Guy Dow, engineman.
- Allen T. Davis, fireman.

April 1. West Lebanon. Andrew Pastupa, trespasser, struck by train while walking on track and had skull fractured.

April 8. Windham Junction. E. F. L. Johnson, freight brakeman, while attempting to board engine slipped and fell; left leg cut off by wheels.

April 16. Thornton's Ferry. Elmer Hurd, standing at station, pushed into side of train by moving truck and killed. Trespasser.

April 20. North Walpole. Henry H. Lynch, yard brakeman, stepping from one car to another, fell, fatally injured.

April 25. Dover. Miss Elsie Caverly, trespasser, walking track, stepped in front of passenger train; both feet amputated.

April 26. Franklin. Henry Dion, trespasser, fell from freight train under wheels; left leg had to be amputated.

April 30. Exeter. F. F. Tilton, freight brakeman, fell from car under tender wheels; died same day.

June 12. Portsmouth. Timothy Bohan, trespasser, nine years old, stepped in front of passenger train; killed.

June 17. Alton Bay. J. W. Robinson, carpenter, fell from car in moving freight train; killed.

June 15. Portsmouth. James Barrett, trespasser, walking on track, struck by engine; died June 28.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Lucius Tuttle, Boston, Mass.; second vice-president and general traffic manager, William F. Berry, Boston, Mass.; third vice-president and general manager, Frank Barr, Boston, Mass.; fourth vice-president and general auditor, William J. Hobbs, Boston, Mass.; treasurer, Herbert E. Fisher, Boston, Mass.; assistant treasurer, John F. Webster, Concord, N. H.; clerk of corporation, Earl A. Ryder, Boston, Mass.; general solicitor, Edgar J. Rich, Boston, Mass.; assistant general auditor, Stuart H. McIntosh, Boston, Mass.; passenger traffic manager, Dana J. Flanders, Boston, Mass.; general passenger agent, Charles M. Burt, Boston, Mass.; freight traffic manager, Michael T. Donovan, Boston, Mass.; assistant freight traffic manager and export freight traffic manager, Amos S. Crane, Boston, Mass.; general freight agent, Thomas A. Dugan, Boston, Mass.; general superintendent, Charles E. Lee, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Brookline, Mass.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Henry F. Dimock, New York, N. Y.; William Whiting, Holyoke, Mass.; Alexander Cochrane, Boston, Mass.; Moses Williams, Brookline, Mass.; Samuel N. Aldrich, Marlboro, Mass.; Thomas P. Beal, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
MOSES WILLIAMS,
ALEXANDER COCHRANE,
A. W. SULLOWAY,
HENRY F. DIMOCK,
THOS. P. BEAL,
JOSEPH H. WHITE,
SAMUEL C. LAWRENCE,
RICHARD OLNEY,
WILLIAM WHITING,
WALTER HUNNEWELL,

Directors.

HERBERT E. FISHER,
Treasurer.

WM. J. HOBBS,
Fourth Vice-President and General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 3, 1908. Then personally appeared the above-named Lucius Tuttle, Moses Williams, Alexander Cochrane, A. W. Sulloway, Henry F. Dimick, Thos. P. Beal, Joseph H. White, Samuel C. Lawrence, Richard Olney, William Whiting, Walter Hunnewell, Herbert E. Fisher, and Wm. J. Hobbs, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. S. RYDER,
Justice of the Peace.

REPORT
OF THE
CONCORD & CLAREMONT RAILROAD
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.					
Rental received from lease of road					\$22,500.00
Interest on funded debt					22,500.00
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Net divisible income					nothing
Amount of deficit June 30, 1907					\$35,439.34
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Total deficit June 30, 1908					\$35,439.34
GENERAL BALANCE SHEET.					
Cost of road					\$1,131,206.38
Profit and loss balance—deficit					35,439.34
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Total					\$1,166,645.72
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Capital stock, common					\$412,400.00
Funded debt					500,000.00
Miscellaneous current liabilities					254,245.72
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Total					\$1,166,645.72
CAPITAL STOCK.					
Capital stock authorized by law, common					\$412,400.00
Capital stock authorized by votes of company, preferred					412,400.00
Capital stock issued and outstanding, common					412,400.00
Number of shares issued and outstanding, com- mon					4,124
Number of stockholders, common					7

Number of stockholders in New Hampshire, common	5
Amount of stock held in New Hampshire, common	\$100,700.00
RAILROAD OWNED.	
Length of main line in New Hampshire	70.90 miles
Total length of main line	70.90 "
Length of side track, etc., in New Hampshire	12.11 "
Total length of side track, etc.	12.11 "
Total length of track owned in New Hampshire	83.01 "
Total length of track owned	83.01 "

PROPER ADDRESS OF THE COMPANY.

CONCORD & CLAREMONT RAILROAD,
1023 OLD SOUTH BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Alvah W. Sulloway, Franklin, N. H.; treasurer, George M. Crocker, 1023 Old South Building, Boston, Mass.; clerk of corporation, George W. Stone, Andover, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Alvah W. Sulloway, Franklin, N. H.; Warren F. Daniell, Franklin, N. H.; Charles O. Stearns, Boston, Mass.; Augustus E. Scott, Boston, Mass.; George A. Tenney, Claremont, N. H.; William F. Richards, Newport, N. H.; Charles H. Fish, Dover, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

A. W. SULLOWAY,
President and Director.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. August 26, 1908. Then personally appeared the above-named A. W. Sulloway and George U. Crocker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. GLOVER CROCKER, JR.,
Justice of the Peace.

REPORT
OF THE
CONCORD & MONTREAL RAILROAD
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road:	
October 1, 1907	\$130,312.00
January 1, 1908	130,312.00
April 1, 1908	120,312.00
July 1, 1908	133,112.00
	<hr/>
Interest received on bonds from Boston & Maine Railroad	\$524,048.00
	<hr/>
Interest on funded debt	286,555.00
	<hr/>
Gross income	\$810,603.00
Interest on funded debt	286,555.00
Taxes all paid by Boston & Maine.	
	<hr/>
Net divisible income	\$524,048.00
Dividends declared, 7 per cent on common stock, payable quarterly	524,048.00
	<hr/>
Surplus for the year ending June 30, 1908	nothing
Amount of surplus June 30, 1907	\$212,453.13
	<hr/>
Credits to profit and loss account during the year:	
Sale of 1600 shares, class 4 stock	\$253,800.00
Less credited "Capital stock" par value of said 1600 shares	160,000.00
	<hr/>
Net amount credited to profit and loss	95,800.00
	<hr/>
Total surplus June 30, 1908	\$308,253.13

GENERAL BALANCE SHEET.

Cost of road, equipment and construction	\$12,391,905.46
Cost of Concord & Manchester electric branch	475,319.74
Cost of Concord Street Railway branch	460,699.45
 Total construction	 \$13,327,924.65
 Capital stock:	
Pemigewasset Valley Railroad, 381 shares	\$38,100.00
Franklin & Tilton Railroad, 1,328 shares	132,786.97
Sunkook Valley Railroad, 630% shares	63,060.00
Mount Washington Railway Co., 2,115 shares	211,500.00
New Boston Railroad, 240 shares, Stocks and bonds from B. C. & M. R. R.	24,000.00 118,682.59
Wells River Bridge Company	15,000.00
 Total	 603,129.56
 Nashua & Acton Railroad (charter expense)	\$253.50
Nashua, Acton & Boston Railroad (old account)	315,246.75
Manchester & Keene Railroad	308,023.83
Pemigewasset Valley Stage Line, one-half	1,733.35
Pemigewasset House property	83,435.30
Fabyan Hotel property	171,459.34
Rindge's Wharf property	51,507.72
 Total	 931,659.79
 Boston Safe Deposit & Trust Co., trustees, 4 per cent	\$500,000.00
Boston & Maine Railroad, Concord & Montreal Railroad, class 4 stock sold	109,202.62
Boston & Maine Railroad, Concord & Montreal Railroad, lease ac- count	51,864.83
Boston & Maine Railroad, Concord & Montreal Railroad, Concord Street Railway account	694.59
Pemigewasset Valley Railroad, construction account	12,772.92
Pemigewasset Valley Railroad, construction account	1,272.22

Pemigewasset Valley Railroad, construction account	\$2,997.70
Cash	1,363.14
Total cash and current assets	\$680,168.02
Total	\$15,542,882.02
Capital stock, class 1	\$800,000.00
Capital stock, class 2	540,400.00
Capital stock, class 3	459,600.00
Capital stock, class 4	5,807,600.00
Total capital stock	\$7,607,600.00
Current liabilities:	
Mortgage bonds	\$6,000,500.00
Debenture bonds	1,523,000.00
Notes payable (account Mt. Washington Ry.)	101,600.00
Dividend account, B. C. & M. R. R. (old)	857.00
Coupon account, B. C. & M. R. R. (old)	428.00
Organization expense, B. C. & M. R. R.	643.89
Profit and loss, surplus	7,627,028.89
	308,253.13
Total	\$15,542,882.02

PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.

New engine house at North Wood- stock	\$2,723.25
Sidetracks, P. V. R. R.	274.45
Total	\$2,997.70
Land at Farm Crossing, Keene (one half B. & L. R. R.)	12.50
Land at Goffstown	200.00
Land at Weare	1.00
Land at Rumney, 1907 account	13.00
Station awnings at Littlefield	308.99
Fire protection, shops, Concord	9,011.14
Bridge No. 5, E. Concord	17,963.17
New ash pit at Woodsville	3,731.94
Storehouse for road department, Concord	369.36

Additional transfer platform and track, Woods-ville	\$4,251.02
New tenement at Jefferson Junction	599.46
Water supply at Wing Road	663.87
Additional power tools, shops, Concord	3,203.20
Water supply for locomotives, Nashua	5,630.74
Train order signals (beginning of work)	11.48
Block signals (work not completed)	2,554.24
Sidetracks, Concord & Montreal Railroad system	4,979.67
Total	\$56,502.48

CAPITAL STOCK.

Capital stock authorized by law, common	\$8,210,000.00
Capital stock authorized by vote	7,607,600.00
Capital stock issued and outstanding	7,607,600.00
Number of shares issued and outstanding	76,076
Number of stockholders	2,383
Number of stockholders in New Hampshire	1,629
Amount of stock held in New Hampshire	\$6,323,900.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of Interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
Boston, Concord & Montreal R. R., mortgage . . . . .	.....	Old.	\$500.00	.....
Boston, Concord & Montreal R. R., mortgage	6%	1911	500,000.00	\$30,000.00
Concord & Montreal R. R., mortgage.	4	1920	5,000,000.00	200,000.00
Concord & Montreal R. R., debentures.	4	1920	650,000.00	26,000.00
Concord & Montreal R. R., debentures.	3½	1920	400,000.00	14,000.00
Concord & Montreal R. R., debentures.	3½	1920	473,000.00	16,555.00
Totals.....			\$7,023,500 00	\$286,555.00

RAILROAD OWNED.	
Length of main line, Nashua to Groveton, N. H.	181.07 miles
Length of branch line in New Hampshire	191.26 "
Total length of branch line	206.40 "
Total length of line owned in New Hampshire	372.33 "
Total length of line owned	387.47 "
Total length of second track in New Hampshire	34.57 "
Total length of side track, etc.	151.27 "
Total length of track owned in New Hampshire	558.17 "
Total length of track owned	573.31 "

GENERAL REMARKS AND EXPLANATIONS.	
Branch Lines.	
Hooksett to Bow Junction	7.59 miles
Wing Road to Bass Station	20.17 "
Manchester to Henniker	24.50 "
Lakeport to Alton Bay	17.28 "
Profile House to Bethlehem	12.84 "
Pittsfield to Centre Barnstead	4.46 "
Belmont Junction to Belmont	4.17 "
Manchester to Milford	18.54 "
Whitefield to Berlin	30.58 "
Jefferson Meadow to Jefferson	3.48 "
Nashua to North Acton (Mass. 15.14 miles)	20.12 "
Manchester & Keene R. R. (one half by B. & L.)	14.79 "
Concord & Manchester electric branch	27.88 "
Total	206.40 miles

PROPER ADDRESS OF THE COMPANY.

THE CONCORD & MONTREAL RAILROAD,

CONCORD, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Benjamin A. Kimball, Concord, N. H.; treasurer, John F. Webster, Concord, N. H.; clerk of corporation, John M. Mitchell, Concord, N. H. See Boston & Maine Railroad for other officers.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H.; George M. Kimball, Concord, N. H.; Benjamin C. White, Concord, N. H.; Walter M. Parker, Manchester, N. H.; Noah S. Clark, Manchester, N. H.; Arthur H. Hale, Manchester, N. H.; Frank P. Carpenter, Manchester, N. H.; Charles E. Morrison, Boston, Mass.; Hiram N. Turner, St. Johnsbury, Vt.; Hiram A. Tuttle, Pittsfield, N. H.; William H. Moses, Tilton, N. H.; Sumner Wallace, Rochester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

BENJAMIN A. KIMBALL,
President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, October 23, 1908. Then personally appeared the above-named Benjamin A. Kimball, president, and John F. Webster, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK P. QUIMBY,
Justice of the Peace.

REPORT
OF THE
CONNECTICUT RIVER RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road		\$401,840.00
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization	\$2,000.00	
Interest on funded debt: coupons paid, \$84,030.00; coupons unpaid, \$35.00	84,065.00	
Total expenses and charges upon income	86,065.00	
Net divisible income	\$315,775.00	
Dividends declared on common stock	315,775.00	
Surplus for the year ending June 30, 1908	nothing	
Amount of deficit June 30, 1907	\$193,884.84	
Credit to profit and loss account during the year:		
Premium account sale stock	\$118,711.00	
Debits to profit and loss account during the year:		
Commissions paid account sale stock	\$98.91	
Net amount credited to profit and loss	118,612.09	
Total deficit June 30, 1908	\$75,272.75	

GENERAL BALANCE SHEET.			
Cost of road		\$3,834,124.26	
Cost of equipment		455,977.66	
Lands		35,909.11	
Stock of:			
Vermont Valley Railway Co.	\$1,070,320.00		
Hampden Park Association	26,487.50		
		1,096,807.50	
Total permanent investments		\$5,422,818.53	
Cash	\$25,581.42		
Due from solvent companies and individuals	159,552.89		
Sinking and other special funds	430.00		
		185,564.31	
Total cash and current assets		75,272.75	
Profit and loss balance—deficit			
Total		\$5,683,655.59	
Capital stock, common		\$3,200,200.00	
Funded debt		2,261,700.00	
Current liabilities:			
Dividends not called for	\$430.00		
Matured interest coupons unpaid (including coupons due July 1)	22,743.50		
Miscellaneous current liabilities:			
Fund for corporation expenses, \$137.92; due Boston & Maine R. R. Co., account advances \$185,110.83	185,248.75		
Total current liabilities		208,422.25	
Accrued liabilities:			
Interest accrued and not yet due		13,333.34	
Total		\$5,683,655.59	
PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS DURING THE YEAR.			
Additions to construction account:			
Superstructure, including rails		\$196,865.08	

Additions to equipment account:		
Vermont Valley Railway Co., stock	\$3,100.00	
Hampden Park Association, stock	1,500.00	
		<u>\$4,600.00</u>
Total additions to property account		\$201,465.08
Deductions from property account (property sold or reduced in valuation and credited to property account):		
Land		<u>1,419.29</u>
Net addition to property account for the year		\$200,045.79
CAPITAL STOCK.		
Capital stock authorized by law, common		\$3,670,000.00
Capital stock authorized by votes of company, common		3,670,000.00
Capital stock issued and outstanding, common		3,200,200.00
Number of shares issued and outstanding, com- mon		32,002
Number of stockholders, common		1,089
Number of stockholders in New Hampshire, common		29
Amount of stock held in New Hampshire, com- mon		\$112,400.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
10-year Scrip	4%	Jan. 1, 1903	\$2,700.00	.....
50-year Gold	4%	Sept. 1, 1943	1,000,000.00	\$40,000.00
20-year Gold	3½%	Jan. 1, 1921	290,000.00	10,115.00
20-year Gold	3½%	Jan. 1, 1923	969,000.00	33,915.00
Totals			\$2,261,700.00	\$84,030.00

RAILROAD OWNED.	
Length of main line in New Hampshire	23.21 miles
Total length of main line	74.00 "
Total length of branch line	6.89 "
Total length of line owned in New Hampshire	23.21 "
Total length of line owned	80.89 "
Total length of second track	36.00 "
Total length of third track . . . . .	.80 "
Length of side track, etc., in New Hampshire	5.87 "
Total length of side track, etc.	71.67 "
Length of track owned in New Hampshire	29.08 "
Total length of track owned	189.36 "

PROPER ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,

SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William Whiting, Holyoke, Mass.; treasurer and clerk of corporation, George R. Yerrall, Springfield, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William Whiting, Holyoke, Mass.; James H. Williams, Bellows Falls, Vt.; John H. Albin, Concord, N. H.; Edmund P. Kendrick, Springfield, Mass.; Seth M. Richards, Newport, N. H.; Lucius Tuttle, Boston, Mass.; William W. McCleuch, Springfield, Mass.; Geo. B. Holbrook, Springfield, Mass.; Joseph W. Stevens, Springfield, Mass.; Wm. F. Whiting, Holyoke, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

WILLIAM WHITING,
EDMUND P. KENDRICK,
WILLIAM F. WHITING,
GEO. B. HOLBROOK,
JOSEPH W. STEVENS,
WM. W. McCLEUCH,
Directors.

GEORGE R. YERRALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. September 1, 1908. Then personally appeared the above-named Edmund P. Kendrick, Joseph W. Stevens and Wm. W McCleuch, William Whiting and William F. Whiting, and George B. Holbrook, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me

STUART M. ROBSON,
Justice of the Peace.

REPORT
OF THE
FITCHBURG RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1903.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$1,826,078.33
Income from other sources:	
Interest on bank deposit	\$315.74
Additional payments by Boston & Maine Railroad	1,051.76
	1,367.50
Gross income	\$1,827,445.83
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$9,243.51
Interest on funded debt	951,078.33
Rentals paid by B. & M. R. R. account Fitchburg R. R.: To Vermont & Massachusetts Railroad, \$221,600.00; to Troy & Bennington R. R., \$15,400.00.	
Total expenses and charges upon income	960,321.84
Net divisible income	\$867,123.99
Dividends declared, 5 per cent on preferred stock	868,000.00
Deficit for the year ending June 30, 1908	\$876.01
Amount of surplus June 30, 1907	712,144.82
Total	\$711,268.81

Credits to profit and loss account during the year:	
From contingent fund	\$843.97
B. B. & G. stockholders account	130.00
Total credits	\$973.97
Debits to profit and loss account during the year:	
Net disbursements account, business prior to July 1, 1900	232.22
Net amount credited to profit and loss	\$741.75
Total surplus June 30, 1908	\$712,010.56
GENERAL BALANCE SHEET.	
Cost of road	\$10,939,396.65
Cost of equipment	3,828,354.47
Stock of Fitchburg Railroad Company, common	305,907.62
Other permanent property: Investments	2,411,505.39
Total permanent investments	\$47,485,164.13
Cash	\$16,861.36
Rental accrued, not due	298,824.54
Due from solvent companies and individuals	60,805.00
Total cash and current assets	376,490.90
Other assets and property:	
Boston & Maine R. R. lessee	\$936,034.06
Boston & Maine R. R.	532,483.42
Total miscellaneous assets	1,468,517.48
Total	\$49,330,172.51
Capital stock, common	\$7,000,000.00
Capital stock, preferred	17,360,000.00
Total capital stock	\$24,360,000.00
Funded debt	23,567,000.00

Current liabilities:		
Audited vouchers and accounts	\$47,623.43	
Dividends not called for	1,025.50	
Matured interest coupons unpaid (including coupons due July 1)	63,767.50	
Total current liabilities	\$112,416.43	
Accrued liabilities:		
Interest accrued and not yet due	\$240,009.54	
Rentals accrued and not yet due	58,815.00	
Total accrued liabilities	298,824.54	
Sinking and other special funds:		
Premium on bonds sold	279,920.98	
Profit and loss balance—surplus	712,010.56	
Total	\$49,330,172.51	

PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Additions to construction account:		
Grading and masonry	\$51,458.20	
Bridging	28,513.42	
Superstructure, including rails	19,058.55	
Lands, land damages, and fences	37,807.94	
Passenger and freight stations, woodsheds, and water stations	59,728.33	
Engine houses, car houses, and turntables	4,969.14	
Interlocking signal apparatus	123,520.45	
Elimination of grade crossings	70,235.03	
Other additions to construction account:		
Investments	73,669.56	
Sidings and yard extensions	12,762.91	
Net additions to property account for year	\$481,723.53	

CAPITAL STOCK.		
Capital stock authorized by law, common	\$7,000,000.00	
Capital stock authorized by law, preferred	17,360,000.00	
Total capital stock authorized by law	\$24,360,000.00	

Capital stock authorized by votes of company, common	\$7,000,000.00
Capital stock authorized by votes of company, preferred	17,360,000.00
Total capital stock authorized by vote	\$24,360,000.00
Capital stock issued and outstanding, common	\$7,000,000.00
Capital stock issued and outstanding, preferred	17,360,000.00
Total capital stock outstanding	\$24,360,000.00
Number of shares issued and outstanding, common	70,000
Number of shares issued and outstanding, preferred	173,600
Total number of shares outstanding	243,600
Number of stockholders, common	2
Number of stockholders, preferred	6,277
Total number of stockholders	6,279
Number of stockholders in New Hampshire, preferred	694
Amount of stock held in New Hampshire, preferred	\$614,900

RAILROAD OWNED.

Length of main line in New Hampshire	43.09	miles
Total length of main line	249.05	"
Length of branch line in New Hampshire	35.43	"
Total length of branch line	145.09	"
Length of line owned in New Hampshire	78.52	"
Total length of line owned	394.14	"
Total length of second track	142.77	"
Total length of third track	3.68	"
Total length of fourth track	2.02	"
Length of side track, etc., in New Hampshire	27.71	"
Total length of side track, etc.	268.27	"
Length of track owned in New Hampshire	106.23	"
Total length of track owned	810.88	"

FUNDDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
Fitchburg Railroad.....	4 $\frac{1}{2}$	April 1, 1907	.....	\$140.00
" "	5	May 1, 1908	.....	100,775.00
" "	6	Jan. 15, 1909	\$500,000.00	.....
" "	4 $\frac{1}{2}$	May 1, 1914	500,000.00	22,522.50
" "	4	Mar. 1, 1915	1,359,000.00	54,280.00
" "	4	July 1, 1916	500,000.00	20,100.00
" "	4	June 1, 1920	500,000.00	20,140.00
" "	3 $\frac{1}{2}$	Oct. 1, 1920	500,000.00	17,500.00
" "	3 $\frac{1}{2}$	Oct. 1, 1921	1,775,000.00	62,195.00
" "	4	May 1, 1925	2,660,000.00	146,140.00
" "	4	Mar. 1, 1927	2,750,000.00	108,880.00
" "	4	April 1, 1927	2,000,000.00	79,960.00
" "	4	Jan. 1, 1928	1,450,000.00	58,100.00
" "	4 $\frac{1}{2}$	May 1, 1928	2,400,000.00	.....
" "	4	Feb. 1, 1937	5,000,000.00	200,000.00
Troy & Boston, 1st mort.....	7	July 1, 1924	573,000.00	40,110.00
Brookline & Pepperell.....	5	Dec. 1, 1911	100,000.00	5,125.00
Totals			\$23,567,000.00	\$935,967.50

PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Moses Williams, Boston, Mass.; treasurer, George O. Foster, Boston, Mass.; clerk of corporation, Paul Crocker, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Gordon Abbott, Manchester, Mass.; Joseph B. Russell, Cambridge, Mass.; Alvah Crocker, Fitchburg, Mass.; Frederic J. Stimson, Dedham, Mass.; Charles T. Crocker, Fitchburg, Mass.; George R. Wallace, Fitchburg, Mass.; Wm. H. Hollister, New York, N. Y.; Charles E. Ware, Fitchburg, Mass.; William E. Rice, Worcester, Mass.; Moses Williams, Brookline, Mass.; Charles T. Russell, Cambridge, Mass.; Moses Williams, Jr., Needham, Mass.; Robert Winsor, Weston, Mass.

Francis Smith died January 29, 1908.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

JOSEPH B. RUSSELL,
CHAS. THEO. RUSSELL,
GEORGE R. WALLACE,
ALVAH CROCKER,
WM. E. RICE,
CHAS. E. WARE,
MOSES WILLIAMS,

Directors.

GEO. O. FOSTER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 9, 1908. Then personally appeared the above-named Joseph B. Russell, Chas. Theo. Russell, George R. Wallace, Alvah Crocker, Wm. E. Rice, Chas. E. Ware, Moses Williams, and Geo. O. Foster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ADELBERT E. BUFFUM,
Justice of the Peace.

REPORT
OF THE
FRANKLIN & TILTON RAILROAD
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL BALANCE SHEET.	
Cost of road	\$265,607.01
Capital stock, common	\$265,600.00
Due Boston & Maine Railroad	7.01
Total	\$265,607.01
PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions to construction account: Superstructure, including rails	\$33.06
CAPITAL STOCK.	
Capital stock authorized by law, common	\$300,000.00
Capital stock authorized by votes of company, common	275,000.00
Capital stock issued and outstanding, preferred	265,600.00
Number of shares issued and outstanding, com- mon	2,656
Number of stockholders, common	2
Amount of stock held in New Hampshire, com- mon	\$265,600.00
RAILROAD OWNED.	
Total length of line owned	5 miles

GENERAL REMARKS AND EXPLANATIONS.

The Franklin & Tilton Railroad was leased to the Concord & Montreal Railroad October 8, 1895, for the term of ninety-one years from April 1, 1895, at the nominal rental of \$1.00 annually, with such additional sums as may be necessary to keep up the organization of the lessor. On the same date this lease was assigned to the Boston & Maine Railroad, which corporation now operates the Franklin & Tilton Railroad under said lease, and all information concerning the operation of said lessor road will be found embodied in the report of the Boston & Maine Railroad.

PROPER ADDRESS OF THE COMPANY.

**FRANKLIN & TILTON RAILROAD,
FRANKLIN, N. H.**

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Benj. A. Kimball, Concord, N. H.; treasurer, Frank Proctor, Franklin, N. H.; clerk of corporation, Edward G. Leach, Franklin, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Benj. A. Kimball, Concord, N. H.; John F. Webster, Concord, N. H.; Alvah W. Sulloway, Franklin, N. H.; Richard W. Sulloway, Franklin, N. H.; William F. Whitcher, Woodsville, N. H.; Horace E. Chamberlin, Concord, N. H. (deceased).

We hereby certify that the statements contained in the foregoing return are full, just, and true.

**BENJAMIN A. KIMBALL,
A. W. SULLOWAY,**
Directors.

FRANK A. PROCTOR,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. September 14, 1908. Then personally appeared the above-named Benjamin A. Kimball, A. W. Sulloway, and Frank Proctor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD G. LEACH,
Justice of the Peace.

REPORT
OF THE
MT. WASHINGTON RAILWAY COMPANY
FOR THE YEAR ENDING MARCH 31, 1908.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation		\$24,470.42
Operating expenses		18,274.38
		<hr/>
Net earnings from operation		\$6,196.04
Miscellaneous income:		
Summit House	\$6,005.00	
Less expense	3,889.35	
		<hr/>
Total income from sources other than operation		2,115.65
		<hr/>
Gross income above operating expenses		\$8,311.69
Taxes		2,044.64
		<hr/>
Net divisible income		\$6,267.05
Dividends declared March 7, 1908, 3 per cent on \$211,500, common		6,345.00
		<hr/>
Deficit for the year ending March 31, 1908		\$77.95
Amount of surplus March 31, 1907		4,280.10
		<hr/>
Total surplus March 31, 1908		\$4,202.15
		<hr/>
EARNINGS FROM OPERATION.		
Gross receipts from passengers		\$24,356.42
Deductions:		
Tickets redeemed		36.00
		<hr/>
Net revenue from passengers		\$24,320.42
From mails		150.00
		<hr/>
Total earnings, passenger service		24,470.42

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$800.00
Insurance	312.00
Stationery and printing (general offices)	10.00
Total	\$1,122.00
Maintenance of way and structures:	
Repairs of roadway	\$2,539.65
Repairs and renewals of buildings and fixtures	485.09
Repairs and renewals of telegraph	5.00
Miscellaneous	24.58
Total	\$3,054.32
Maintenance of equipment:	
Repairs and renewals of locomotives	\$5,072.48
Repairs and renewals of passenger cars	230.41
Repairs and renewals of work cars	14.75
Total	\$5,317.64
Conducting transportation:	
Superintendence	\$987.67
Engine and roundhouse men	1,704.96
Fuel for locomotives	3,845.48
Oil, tallow, and waste for locomotives	33.15
Other supplies for locomotives	1.08
Train service	1,054.12
Train supplies and expenses	49.08
Switchmen, flagmen, and watchmen	358.45
Station supplies	40.91
Loss and damage	54.00
Advertising	629.32
Stationery and printing	22.20
Total	\$8,780.42
Recapitulation:	
General expenses	\$1,122.00
Maintenance of way and structures	3,054.32
Maintenance of equipment	5,317.64
Conducting transportation	8,780.42
Total operating expenses	\$18,274.38
Percentage of operating expenses to gross earnings	74.68

GENERAL BALANCE SHEET.

Cost of road	\$129,500.00
Summit House	26,000.00
Land at summit and base	56,000.00
 Total permanent investments	 \$211,500.00
 Due from solvent companies and individuals	 17,540.39
Other assets and property, accrued taxes	161.76
 Total	 \$229,202.15
 Capital stock, common	 \$211,500.00
Accident fund	13,500.00
Profit and loss balance—surplus	4,202.15
 Total	 \$229,202.15

CAPITAL STOCK.

Capital stock authorized by law, common	\$211,500.00
Capital stock authorized by votes of company, common	211,500.00
Capital stock issued and outstanding, common	211,500.00
Number of shares issued and outstanding, common	2,115
Number of stockholders, common	1
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$211,500.00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:*	
Number of passengers carried paying revenue	15,989
Number of passengers carried one mile	53,243
Number of passengers carried one mile per mile of road operated	15,989
Average length of journey per passenger (miles)	3.33
Average amount received from each passenger	\$1.52
Average amount received per passenger per mile carried . . . . .	.4568
Passenger earnings (gross) per mile of road operated	\$7,303.43
Average number of persons employed	20

* In making reports for previous years each round-trip passenger was rated as one passenger, and the average length of journey was made on basis round-trip mileage.

DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.	Length of line in miles.		Second track.	Side track, etc.	Length com- puted as single track.	
			Total.			In New Hampshire.	In New Hampshire.	
			Total.	In New Hampshire.				
Mount Washington Railway..	Main.	Base, Mt. Washington, to Summit, Mt. Washington.....	3.33	3.33	.....	.....	3.33

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.							Name of coupler used.
Passenger locomotives.....							
Passenger cars, 4-wheels.....	6	.....	6	.....	7	bd. b'k's	Average weight, pounds.
Baggage, express and mail cars, 4-wheels.....	1	.....	1	.....		
Totals.....	7		7				
Number owned.							
Number leased.							
Passenger locomotives.....	7	.....	7	bd. b'k's	24,000	24,000	.....
Number equipped with power drivers, with wheel brakes.							
Maximum weight, pounds.							
Number equipped with power train brakes.							
Number equipped with automatic couplers.							

RAILROAD OWNED.					
Total length of line owned					3.33 miles
Total length of track owned					3.33 "
RAILROAD OPERATED.					
Total length of line operated					3.33 miles
Total length of track operated					3.33 "
BRIDGES EXTENSIVELY REPAIRED DURING THE YEAR.					
Description of work done: 375 feet of trestle rebuilt during the year.					

PROPER ADDRESS OF THE COMPANY.

MT. WASHINGTON RAILWAY COMPANY,
CONCORD, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George E. Cummings, Woodsville, N. H.; vice-president, Benjamin A. Kimball, Concord, N. H.; treasurer, John F. Webster, Concord, N. H.; assistant treasurer, Herbert E. Fisher, Boston, Mass.; clerk of corporation, Frank E. Brown, Concord, N. H.; general auditor, William J. Hobbs, Boston, Mass.; assistant general auditor, Stuart H. McIntosh, Boston, Mass.; general passenger agent, Frank E. Brown, Concord, N. H.; superintendent, John Horne, base Mt. Washington, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

George E. Cummings, Woodsville, N. H.; Benjamin A. Kimball, Concord, N. H.; John M. Mitchell, Concord, N. H.; George A. Fernald, Boston, Mass.; Alvin B. Cross, Concord, N. H.; Frank P. Andrews, Concord, N. H.; Frank E. Brown, Concord, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

GEORGE E. CUMMINGS,
President.

WM. J. HOBBS,
General Auditor.

STATE OF NEW HAMPSHIRE.

GRAFTON, ss. June 23, 1908. Then personally appeared the above-named George E. Cummings and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

W. F. WHITCHER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. June 18, 1908. Then personally appeared the above-named William J. Hobbs, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

REPORT
OF THE
**MAINE CENTRAL RAILROAD
COMPANY**

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation		\$8,538,056.08-
Operating expenses		5,919,600.01
<hr/>		
Net earnings from operation		\$2,618,456.07
 Dividends received on stocks owned:		
The Portland & Ogdensburg Rail- way	\$11,868.40	
Boston & Maine Railroad	329.00	
Bridgton & Saco River Railroad	200.00	
 Interest received on bonds owned:		
Maine Central Railroad, 7 per cent	\$3,255.00	
Knox & Lincoln Railway, 5 per cent	2,200.00	
Maine Shore Line Railway, 6 per cent	300.00	
Upper Coös Railroad, 4½ per cent	5,310.00	
Maine Central Railroad & Eu- ropean & North American Railway, 4 per cent	200.00	
Washington County Railway, 3½ per cent	8,277.50	
 Miscellaneous income, less expense of collecting:		
Rent of real estate	\$7,482.71	
Coal storage plant	15,688.69	
 Total income from sources other than opera- tion		<hr/> 55,111.30
 Gross income above operating expenses		<hr/> \$2,673,567.37

Charges upon income accrued during the year:	
Interest on funded debt	\$617,960.00
Interest and discount on unfunded debts and loans	37,135.36
Taxes	376,066.93
Rentals of leased roads:	
European & North American Railway	\$165,500.00
Belfast & Moosehead Lake Railway	36,000.00
Dexter & Newport Railroad	13,350.00
Eastern Maine Railway	9,500.00
The Portland & Ogdensburg Railway	182,300.76
Dexter & Piscataquis Railroad	13,350.00
Upper Coös Railroad (N. H.)	66,685.00
Hereford Railway	64,500.00
Portland & Rumford Falls Railroad	328,000.00
Sinking funds	879,185.76
	13,440.00
Other deductions from income:	
Boat lines	\$26,860.62
Dining and special car service	1,899.82
Joint facilities	8,870.04
Miscellaneous, rents	8,724.27
Hire of equipment	100,836.08
Betterments	194,078.20
	341,269.03
Total charges and deductions from income	\$2,265,057.08
Net divisible income	\$408,510.29
Dividends declared during the year payable on—	
October 1, 1907, 2 per cent on \$4,976,700, common	\$99,534.00
January 1, 1908, 2 per cent on \$4,976,700, common	99,534.00
April 1, 1908, 2 per cent on \$4,976,900, common	99,538.00
July 1, 1908, 2 per cent on \$4,976,900, common	99,538.00
Total dividends declared	398,144.00
Surplus for the year ending June 30, 1908	\$10,366.29
Amount of surplus June 30, 1907	1,266,910.67
Total	\$1,277,276.96

Debits to profit and loss account during the year:	
Surplus transferred to contingent fund	\$10,366.29
Depreciation to equipment, prior to July 1, 1907	115,937.05
Miscellaneous items	843.30
Total debits	\$127,146.64
Total surplus June 30, 1908	\$1,150,130.32
EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$2,878,032.09
Deductions:	
Tickets redeemed	\$4,866.41
Excess fares refunded	11,238.00
Other repayments	935.46
Total deductions	17,039.87
Net revenue from passengers	\$2,860,992.22
From mails	\$225,624.20
From express	174,468.95
From extra baggage and storage	43,148.90
Miscellaneous	9,595.37
	452,837.42
Total earnings, passenger service	\$3,313,829.64
Freight service:	
Gross receipts from freight	\$5,115,969.40
Deductions:	
Overcharge to shippers	22,499.07
Net revenue from freight	\$5,093,470.33
Other earnings, freight service:	
Switching	\$40,927.39
Freight storage	30,497.99
	71,425.38
Total earnings, freight service	\$5,164,895.71
Total passenger and freight earnings	\$8,478,725.35

Other earnings from operation:		
Telegraph companies	\$3,144.09	
Rentals from tracks, yards, and terminals	23,800.00	
Rentals from other property	8,012.22	
Miscellaneous	24,374.42	
Total other earnings		\$59,330.73
Gross earnings from operation		\$8,538,056.08

EXPENSES OF OPERATION.

General expenses:		
Salaries of general officers	\$52,789.86	
Salaries of clerks and attendants	73,798.47	
General office expenses and supplies	6,109.98	
Insurance	58,261.19	
Law expenses	32,602.58	
Stationery and printing (general offices)	10,661.29	
Miscellaneous	20,881.70	
Total		\$255,105.07
Maintenance of way and structures:		
Repairs of roadway	\$761,665.79	
Renewals of rails	75,864.93	
Renewals of ties	171,713.84	
Repairs and renewals of bridges and culverts	33,569.69	
Repairs and renewals of fences, road crossings, signs and cattle guards	36,144.59	
Repairs and renewals of buildings and fixtures	106,681.61	
Repairs and renewals of docks and wharves	7,637.09	
Repairs and renewals of telegraph	1,948.81	
Stationery and printing	1,342.88	
Miscellaneous	105.60	
Total		\$1,196,674.83
Maintenance of equipment:		
Superintendence	\$33,124.84	
Repairs and renewals of locomotives	431,132.03	
Repairs and renewals of passenger cars	178,422.23	
Repairs and renewals of freight cars	542,005.90	
Repairs and renewals of work cars	26,459.31	
Repairs and renewals of marine equipment	12,150.15	
Repairs and renewals of shop machinery and tools	18,669.07	

Stationery and printing	\$4,109.81
Miscellaneous	33.97
Total	\$1,246,107.31
<hr/>	
Conducting transportation:	
Superintendence	\$79,604.67
Engine and roundhouse men	567,368.01
Fuel for locomotives	989,045.75
Water supply for locomotives	40,404.12
Oil, tallow and waste for locomotives	10,435.83
Other supplies for locomotives	15,371.56
Train service	392,266.26
Train supplies and expenses	104,020.21
Switchmen, flagmen and watchmen	239,607.56
Telegraph expenses	29,848.60
Station service	448,165.68
Station supplies	65,028.51
Car per diem and mileage—balance	8,233.73
Loss and damage	45,651.58
Injuries to persons	82,310.86
Clearing wrecks	13,938.24
Operating marine equipment	17,458.06
Advertising	21,526.35
Outside agencies	2,858.44
Commissions	2,858.45
Stationery and printing	44,412.83
Miscellaneous	1,297.50
Total	\$3,221,712.80
<hr/>	
Recapitulation:	
General expenses	\$255,105.07
Maintenance of way and structures	1,196,674.83
Maintenance of equipment	1,246,107.31
Conducting transportation	3,221,712.80
Total operating expenses	\$5,919,600.01
<hr/>	
Percentage of operating expenses to gross earnings	69.33

GENERAL BALANCE SHEET.

Cost of road	\$14,562,748.85
Cost of equipment	2,617,687.93

Stock of:		
Boston & Maine Railroad . . .	\$8,225.00	
Portland Union Railway Station Company . . .	25,000.00	
The Portland & Ogdensburg Railway . . .	296,710.00	
Bridgton & Saco River Railroad . . .	5,000.00	
Somerset Railway Company . . .	670,225.00	
Miscellaneous stocks . . .	6.00	
	<hr/>	
		\$1,005,166.00
Bonds of:		
Maine Central R. R. Consols . . .	\$46,500.00	
Knox & Lincoln Railway . . .	44,000.00	
Maine Shore Line Railroad Co. . .	5,000.00	
Upper Coös Railroad . . .	118,000.00	
Washington County Railway . . .	199,282.50	
Maine Central Railroad and European & North American Railway . . .	5,000.00	
	<hr/>	
		417,782.50
Total permanent investments . . .		\$18,603,385.28
Cash	\$1,666,515.00	
Bills receivable	602,363.10	
Due from agents	167,560.91	
Traffic balances due from other companies (net)	96,919.89	
Due from solvent companies and individuals	269,521.06	
Sinking and other special funds	447,877.42	
	<hr/>	
Total cash and current assets		3,250,757.38
Materials and supplies	\$1,242,659.34	
Prepaid insurance	41,402.26	
Discount on temporary certificate for P. & O. bonds	33,655.68	
	<hr/>	
Total miscellaneous assets		1,317,717.28
Total		\$23,171,859.94
Capital stock, common		\$4,988,000.00
Funded debt		11,892,192.00
Current liabilities:		
Loans and notes payable	\$650,000.00	
Audited vouchers and accounts	635,110.66	
Salaries and wages	148,548.45	
Dividends not called for	9,970.04	

Matured interest coupons unpaid (including coupons due July 1)	\$34,358.75
Rentals due and unpaid (including rentals due July 1) . . .	111,975.00
 Miscellaneous current liabilities:	
Dividend No. 85 due July 1, 1908 . . .	99,528.00
Temporary certificates for P. & O. bonds	2,119,000.00
 Total current liabilities	\$3,808,500.90
 Accrued liabilities:	
Interest accrued and not yet due	\$155,042.49
Taxes accrued and not yet due	17,264.48
Rentals accrued and not yet due	85,280.91
 Total accrued liabilities	257,587.88
Sundry lease accounts	104,933.75
 Sinking and other special funds:	
Improvement fund	\$36,470.96
Injury fund	105,130.95
Contingent fund	345,084.21
Sinking funds	447,877.42
Sundry accounts	35,951.55
 Total sinking and other special funds	970,515.09
Profit and loss balance—surplus	1,150,130.32
 Total	\$23,171,859.94
 CAPITAL STOCK.	
Capital stock authorized by law, common	\$12,000,000.00
Capital stock authorized by votes of company, common	4,988,000.00
 Capital stock issued and outstanding, common	\$4,976,300.00
Scrip convertible into stock	100.00
Other paid stock liability	11,600.00
 Total capital stock liability	\$4,988,000.00
 Number of shares issued and outstanding, common	49,763
Number of stockholders, common	753
Number of stockholders in New Hampshire, common	58
Amount of stock held in New Hampshire, common	\$275,300.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during the year.
Maine Central Consolidated.	7%	Apr. 1, 1912	\$3,924,000.00	\$274,340.50
" " "	5%	" "	269,500.00	13,760.00
" " "	4½%	" "	1,525,000.00	68,456.25
" " "	4%	" "	3,265,500.00	131,000.00
" " Collat. Trust.	5%	June 1, 1923	669,000.00	34,300.00
Maine Shore Line Railroad . . .	6%	" "	81,000.00	6,900.00
Penobscot Shore Line R. R. . .	4%	Aug. 1, 1920	1,300,000.00	52,040.00
Knox & Lincoln Railway	5%	Feb. 1, 1921	400,000.00	20,075.00
Maine Central, Imp. "A"	4½%	July 1, 1916	200,000.00	20,250.00
" " " " "B"	4½%	July 1, 1917	250,000.00	
Maine Central Int. Scrip, Ex-changeable for Maine Central Consols on presentation			8,192.00	.....
Totals.....			\$11,892,192.00	\$821,21.75

SINKING FUNDS.*

Amount June 30, 1907, of various sinking funds	\$118,350.20
Additions during the year to various sinking funds	29,776.62
Total, including additions	\$148,126.82
Deductions during the year from various sinking funds	249.40
Total sinking funds June 30, 1908	\$147,877.42

INJURY FUND.

Amount of injury fund June 30, 1907	\$117,380.95
Deductions during the year	12,250.00
Total injury fund June 30, 1908	\$105,130.95

* For full detail of various sinking funds see forty-seventh annual report of the Maine Central Railroad

IMPROVEMENT FUND.	
Amount of improvement fund June 30, 1907	\$80,656.33
Deductions during the year:	
Improvements at Bangor	\$43,549.10
Bath and Woolwich terminals	636.27
	44,185.37
Total improvement fund June 30, 1908	\$36,470.96
VOLUME OF TRAFFIC, ETC.	
Passenger traffic:	
Number of passengers carried paying revenue	3,890,364
Number of passengers carried one mile	138,432,342
Number of passengers carried one mile per mile of road operated	148,628
Average length of journey per passenger, miles	35.58
Average amount received per passenger per mile carried	\$0.02067
Passenger earnings (gross) per mile of road operated	3,557.90
Passenger earnings (gross) per passenger-train mile run	1.38211
Freight traffic:	
Number of tons of freight hauled earning revenue	5,874,800
Number of tons of freight hauled one mile	479,425,571
Number of tons of freight hauled one mile per mile of road operated	514,736
Average length of haul per ton (miles)	81.61
Average amount received per ton per mile hauled	\$0.01062
Freight earnings (gross) per mile of road operated	5,545.30
Freight earnings (gross) per freight-train mile run	2.71897
Operating expenses:	
Operating expenses per mile of road operated	6,355.59
Operating expenses per revenue-train mile run	1.40221
Train mileage:	
Miles run by passenger trains	2,320,189
Miles run by freight trains	1,822,113
Miles run by mixed trains	77,465
Miles run by special trains	1,864
	4,221,631
Total mileage of trains earning revenue	4,221,631
Miles run by construction and other trains	242,743
	4,464,374
Total train mileage	4,464,374

Fares and freights:		
Average rate of fare per mile, all tickets . . .		\$0.02067
Average rate per ton mile, all freight . . .		1.062
Average number of persons employed . . .		4,642

RAILROAD OWNED.		
Total length of main line	392.36	miles
Total length of branch line	7.32	"
Total length of line owned	399.68	miles
Total length of second track	43.15	"
Total length of side track, etc.	158.30	"
Total length of track owned	601.13	miles

RAILROAD OPERATED.		
Length of main line in New Hampshire	100.13	miles
Total length of main line	899.57	"
Total length of branch line	31.83	"
Total length of line operated in New Hampshire	100.13	"
Total length of line operated	931.40	"
Total length of second track	51.80	"
Length of side track, etc., in New Hampshire	25.96	"
Total length of side track, etc.	316.07	"
Total length of track operated in New Hampshire	126.09	"
Total length of track operated	1,299.27	"

RAILROAD CROSSINGS IN NEW HAMPSHIRE.		
<i>Crossings with Highways.</i>		
Number of crossings of railroad with highway at grade	63	
Number of highway grade crossings protected by flagmen, summer	6	
Number of highway grade crossings protected by flagmen, winter	3	
Number of highway grade crossings unprotected, summer	57	
Number of highway grade crossings unprotected, winter	60	
Number of highway bridges 18 feet (or more) above track	1	
Height of lowest highway bridge above track	20 ft. 10 in.	

DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main line, or Branch	Termini of Main or Branch Line.	Length of line in miles.		Second track.	Side track, etc.	Length com- puted as single track.
			Total.	In New Hampshire.			
Main							
Main	Branch.	Portland to Bangor, Me.	136.60	.....	43.15	.....	268.45
"	"	Gardiner Junction to Copsegook Mills, Me.	1.16	.....			1.65
"	"	Industrial tracks	.73	.....			.73
"	"	Cumberland Junction, to Skowhegan, Me.	91.20	.....			124.14
"	"	Industrial tracks	1.13	.....			1.13
"	"	Branch. Brunswick to Leeds Junc. Me.	26.20	.....			31.97
"	"	Industrial tracks	1.32	.....			1.32
"	"	Main. Crowley's Junc. to Lewiston, L. S.	4.80	.....			7.01
"	"	"	Leeds Junc to Farmington, Me.	36.40	.....	
"	"	Industrial tracks	.88	.....			.88
"	"	Branch. Brunswick to Bath, Me.	8.90	.....			13.69
"	"	Industrial tracks	.46	.....			.46
"	"	Main. Rockland to Rockland, Me.	47.13	.....			58.40
"	"	Branch. Woolwich, Me., to wharf	1.44	.....			1.60
"	"	Main. Brewer Junction to Mt. Desert Ferry, Me.	41.18	.....			45.86
"	"	Industrial tracks	.21	.....			.21
Totals.			389.68	.....	43.15	.....	60.13

<i>Crossings with Other Railroads.</i>	
Crossings of railroad with other railroads at grade	6
The Boston & Maine Railroad at Fabyan's, Whitefield, Scotts, Jefferson Junction, and Coös Junction.	
The Grand Trunk Railway at North Stratford.	

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of bridge	Description of work done.
Between Carrigan and Willey House....	Deck girders on steel trestles.....	439 new hard pine ties.

Total length of steel trestle bridging, in feet, 1,003.

RAILROAD COMMISSIONERS' REPORT.

Upper Coos (Vermont).....	Main.	Conn. River in Canadian to Canadian Line, n. Beecher Falls, Vt.	1.58	.....	.....	1.43	.....	2.89	.....
Hereford	"	Canadian Line, near Beecher Falls, Vt., to Lime Ridge, P. Q.	.82-.85	.67	.....	8.83	.11	61.88	.78
"	"	Conn. River in Lunenburg to Lunenburg Station, Vt. ....	.25	.....	.....	.....	.....	.25	.....
St. Johnsbury & Lake Champlain									
Totals.....			531.72	100.13	8.66	157.77	25.96	698.14	126.69

DESCRIPTION OF EQUIPMENT

ROLLING STOCK.

ROLLING STOCK.		Number equipped with automatic couplers.	
Passenger locomotives	141	63	78
Freight			88
Switching, etc.			38
Totals	141	63	204
Passenger cars	129	67	175
Combination cars	3	.....	21
Dining cars	66	21	87
Baggage, express and mail car .....	.....	2	3
Other cars in passenger service .....	.....	.....	87
Totals	198	90	288

Box cars.....	3,217	652	3,869	.....	.....	3,842	3,869
Flat cars.....	1,140	944	2,084	.....	.....	2,081	2,084
Stock cars.....	69	33	92	.....	.....	92	92
Coal cars.....	911	52	963	.....	.....	963	963
Refrigerator cars.....	21	5	26	.....	.....	26	26
Other cars in freight service.....	4	185	189	.....	.....	.....	.....
Totals.....	5,352	1,871	7,223	.....	.....	7,004	7,034
Officers' and pay cars.....	2	.....	2	.....	.....	2	2
Gravel cars	38	20	58	.....	.....	.....	.....
Derrick cars	17	4	21	.....	.....	16	20
Caboose cars.....	68	24	82	.....	.....	81	82
Other cars in company's service.....	315	53	368	.....	.....	267	368
Totals.....	430	101	631	.....	.....	368	473

Number of 8-wheel cars in passenger service with brakes for all wheels, 283.
 Number of 12-wheel cars in passenger service with brakes for all wheels, 5.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.		Total on all lines operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers...	5	.....	1	.....	6	.....	48
Employees...		1	13	1	13	13	186
Other persons	1	.....	3	.....	4	16	49
Totals.....	6	1	17	1	23	29	283

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

Passengers injured by train stopping suddenly (2).

Passengers injured by rear end collision (3).

Passenger put hand through pane of glass.

Carpenter on platform between cars injured his foot by cars starting.

Baggage-master cut by broken window.

Brakeman jumping from car to engine cut his leg.

Trainmen coupling cars (2).

Fireman knocked off tender by coal tub.

Brakemen falling from trains (2).

Watchman fell from roof of sandhouse.

Brakeman jumping from trains.

Fireman falling from engine.

Trackman struck by engine.

Coal handler's fingers jammed in derrick.

Farmer drove onto track in yard, sprained his ankle.

Engineer off duty struck by switch engine.

Lady caught foot in station platform, fell and cut face.

Mail clerk injured by train stopping suddenly.

Laborer struck by train (killed).

Total, 24.

PROPER ADDRESS OF THE COMPANY.

MAINE CENTRAL RAILROAD COMPANY,

PORTLAND, MAINE.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Lucius Tuttle, Portland, Me.; vice-president and general manager, Morris McDonald, Portland, Me.; treasurer, George W. York, Portland, Me.; clerk of corporation, Henry B. Cleaves, Portland, Me.; second vice-president and comptroller, George S. Hobbs, Portland, Me.; general passenger agent, Frederic E. Boothby, Portland, Me.; general freight agent, William K. Sanderson, Portland, Me.; superintendent (Mt. division), George F. Black, Portland, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Brookline, Mass.; Franklin A. Wilson, Bangor, Me.; Samuel C. Lawrence, Medford, Mass.; Lewis Cass Ledyard, New York, N. Y.; John Ware, Waterville, Me.; William P. Frye, Lewiston, Me.; Joseph W. Symonds, Portland, Me.; Edward P. Ricker, South Poland, Me.; George Varney, Bangor, Me.; Alvah W. Sulloway, Franklin, N. H.; Henry B. Cleaves, Portland, Me.; Morris McDonald, Portland, Me.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
FRANKLIN A. WILSON,
JOSEPH W. SYMONDS,
GEORGE VARNEY,
EDWARD P. RICKER,
JOHN WARE,
SAMUEL C. LAWRENCE,
HENRY B. CLEAVES,
MORRIS McDONALD,

Directors.

MORRIS McDONALD,
Vice-President.

GEO. S. HOBBS,
Second Vice-President and Comptroller.

STATE OF MAINE.

CUMBERLAND, ss. September 4, 1908. Then personally appeared the above-named Lucius Tuttle, Franklin A. Wilson, Joseph W. Symonds, George Varney, Edward P. Ricker, John Ware, Samuel C. Lawrence, and Morris McDonald, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY B. CLEAVES,
Justice of the Peace.

STATE OF MAINE.

CUMBERLAND, ss. September 11, 1908. Then personally appeared the above-named Henry B. Cleaves and George S. Hobbs and made oath that the foregoing certificate, by them subscribed, is true, to the best of their knowledge and belief.

Before me,

DANA C. DOUGLASS,
Notary Public.

REPORT
OF THE
NASHUA & LOWELL RAILROAD
CORPORATION

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road		\$73,000.00
Dividends received on stocks owned: Boston & Maine Railroad		1,572.00
Interest received on bonds owned: Boston & Maine, Maine Central, and Fitchburg Railroads	\$760.00	
Interest	145.71	
	<hr/>	905.71
Gross income		\$75,477.71
Salaries and maintenance of or- ganization	\$883.12	
Interest on loan	48.50	
	<hr/>	931.62
Net divisible income		\$74,546.09
Dividends declared, 9½ per cent on common stock,		76,000.00
	<hr/>	\$1,453.91
Deficit for the year ending June 30, 1908		170,830.26
Amount of surplus June 30, 1907		
Total surplus June 30, 1908		\$169,376.35
GENERAL BALANCE SHEET.		
Cost of road		\$691,242.07
Cost of equipment		218,242.95
	<hr/>	\$909,485.02

Cash	\$757.33
Stock and bonds	60,485.00
Total cash and current assets	\$61,242.33
Total	\$970,727.35
Capital stock, common	\$800,000.00
Loans and notes payable	1,000.00
Dividends not called for	351.00
Profit and loss balance—surplus	169,376.35
Total	\$970,727.35

CAPITAL STOCK.

Capital stock authorized by law, common	\$800,000.00
Capital stock authorized by votes of company, common	800,000.00
Capital stock issued and outstanding, common	800,000.00
Number of shares issued and outstanding, common	8,000
Number of stockholders, common	402
Number of stockholders in New Hampshire, common	143
Amount of stock held in New Hampshire, common	\$2,021.00

RAILROAD OWNED.

Total length of main line in New Hampshire	5.25 miles
Total length of line owned	14.50 "

PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION.

50 STATE ST., BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, David P. Kimball, 35 Congress St., Boston, Mass.; treasurer, John Brooks, 50 State St., Boston, Mass.; clerk of corporation, Lester F. Thurber, Nashua, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David P. Kimball, Boston, Mass.; Alfred S. Hall, Winchester, Mass.; Edward A. Newell, Wilton, N. H.; Frederick Brooks, Boston, Mass.; John Brooks, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

JOHN BROOKS,
FRED BROOKS,
ALFRED S. HALL,
Directors.

JOHN BROOKS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 10, 1908. Then personally appeared the above-named John Brooks, Fred Brooks, and Alfred S. Hall and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

THEODORE EATON,
Justice of the Peace.

REPORT
OF THE
NORTHERN RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$189,104.00
Interest received on bonds owned	360.00
 Income from other sources:	
Interest on deposits	139.33
Gross income	<u>\$189,603.33</u>
Salaries and maintenance of organization	4,181.84
Net divisible income	<u>\$185,421.49</u>
Dividends declared, 6 per cent on common stock	<u>184,104.00</u>
Surplus for the year ending June 30, 1908	<u>\$1,317.49</u>
Amount of surplus June 30, 1907	11,258.95
 Total surplus June 30, 1908	<u><u>\$12,576.44</u></u>
GENERAL BALANCE SHEET.	
Cost of road	\$3,068,400.00
Bonds of \$8,000, Concord & Claremont Railroad, 4½ per cent	8,000.00
Cash	6,772.20
 Total	<u><u>\$3,083,172.20</u></u>
 Capital stock, common	\$3,068,400.00
Dividends not called for	2,195.76
Profit and loss balance—surplus	12,576.44
 Total	<u><u>\$3,083,172.20</u></u>

CAPITAL STOCK.	
Capital stock authorized by law, common	\$3,068,400.00
Capital stock authorized by votes of company, common	3,068,400.00
Capital stock issued and outstanding, common	3,068,400.00
Number of shares issued and outstanding, common	30,684
Number of stockholders, common	2,077
Number of stockholders in New Hampshire, common	1,215
Amount of stock held in New Hampshire, common	\$1,641,000.00

RAILROAD OWNED.	
Length of main line in New Hampshire	68.55 miles
Total length of main line	69.50 "
Total length of branch line	13.41 "
Total length of line owned in New Hampshire	81.96 "
Total length of line owned	82.91 "

PROPER ADDRESS OF THE COMPANY.

NORTHERN RAILROAD,
1023 OLD SOUTH BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Alvah W. Sulloway, Franklin, N. H.; treasurer, George U. Crocker, 1023 Old South Building, Boston, Mass.; clerk of corporation, Henry W. Stevens, Concord, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Alvah W. Sulloway, Franklin, N. H.; Seth M. Richards, Newport, N. H.; Charles P. Chase, Hanover, N. H.; William F. Thayer, Concord, N. H.; Silas Pierce, Boston, Mass.; Edgar Crocker, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

A. W. SULLOWAY,
President.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. August 26, 1908. Then personally appeared the above-named A. W. Sulloway and George U. Crocker and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. GLOVER CROCKER, JR.,
Justice of the Peace.

REPORT

OF THE

PEMIGEWASSET VALLEY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$32,790.00
Salaries and maintenance of organization	265.85
	<hr/>
Net divisible income	\$32,524.15
Dividends declared, 6 per cent on common stock	32,490.00
	<hr/>
Surplus for the year ending June 30, 1908	\$34.15
Amount of surplus June 30, 1907	524.54
	<hr/>
Total surplus June 30, 1908	\$558.69
GENERAL BALANCE SHEET.	
Cost of road and equipment	\$554,035.04
Cash	796.57
	<hr/>
Total	\$554,831.61
Capital stock, common	\$541,500.00
	<hr/>
Current liabilities:	
Audited vouchers and accounts due Concord & Montreal Railroad	12,772.92
Profit and loss balance—surplus	558.69
	<hr/>
Total	\$554,831.61

CAPITAL STOCK.	
Capital stock authorized by law, common	\$2,000,000.00
Capital stock authorized by votes of company, common	541,500.00
Number of shares issued and outstanding, common	5,415
Number of stockholders, common	207
Number of stockholders in New Hampshire, common	144
Amount of stock held in New Hampshire, common	\$400,200.00

RAILROAD OWNED.	
Total length of main line in New Hampshire	22.93 miles
Total length of side track in New Hampshire	6.35 "
Total length of track owned	29.28 miles

GENERAL REMARKS AND EXPLANATIONS.

The Pemigewasset Valley Railroad is operated by the Boston & Maine Railroad under the lease of the Concord & Montreal Railroad of June 29, 1895.

PROPER ADDRESS OF THE COMPANY.

PEMIGEWASSET VALLEY RAILROAD COMPANY,
CONCORD, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Benjamin A. Kimball, Concord, N. H.; treasurer, John F. Webster, Concord, N. H.; clerk of corporation, George H. Adams, Plymouth, N. H. See Boston & Maine Railroad for other officers.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Benjamin A. Kimball, Concord, N. H.; Joseph W. Campbell, Woodstock, N. H.; John J. Cilley, Deerfield, N. H.; Charles H. Bowles, Plymouth, N. H.; Nathan P. Hunt, Manchester, N. H.; George H. Adams, Plymouth, N. H.; John F. Webster, Concord, N. H.; George C. Cummings, Woodsville, N. H.; James E. French, Moultonborough, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

BENJAMIN A. KIMBALL,
President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, October, 1908. Then personally appeared the above-named Benjamin A. Kimball and John F. Webster, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK P. QUIMBY,
Justice of the Peace.

REPORT
OF THE
PETERBOROUGH RAILROAD
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road		\$15,700.00
Interest on deposit		108.80
 Gross income		 \$15,808.80
Salaries and maintenance of organization		263.97
 Net divisible income		 \$15,544.83
Dividends declared, 4 per cent common stock		15,400.00
 Surplus for the year ending June 30, 1908		 \$144.83
Amount of surplus June 30, 1907		214,901.63
 Total surplus June 30, 1908		 \$215,046.46
GENERAL BALANCE SHEET.		
Cost of road		\$595,194.00
Cash		4,852.46
 Total		 \$600,046.46
 Capital stock, common		 \$385,000.00
Profit and loss balance—surplus		215,046.46
 Total		 \$600,046.46
CAPITAL STOCK.		
Capital stock authorized by law, common		\$600,000.00
Capital stock authorized by votes of company, common		600,000.00

Capital stock issued and outstanding, common	\$385,000.00
Number of shares issued and outstanding, common	3,850
Number of stockholders, common	345
Number of stockholders in New Hampshire, common	277
Amount of stock held in New Hampshire, common	\$278,400.00

RAILROAD OWNED.

Total length of main line in New Hampshire	10.50 miles
Total length of track owned in New Hampshire	10.50 "

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH RAILROAD,
NASHUA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Charles H. Burns, Nashua, N. H.; treasurer, Gilman C. Shattuck, Nashua, N. H.; clerk of corporation, Charles E. Congdon, Nashua, N. H.; general auditor, William E. Spalding, Nashua, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Charles H. Burns, Wilton, N. H.; Thomas B. Eaton, Worcester, Mass.; Henry A. Cutter, Nashua, N. H.; Ben Emery Burns, Nashua, N. H.; George F. Andrews, Nashua, N. H.; Arthur G. Shattuck, Nashua, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

CHARLES H. BURNS,
President.

GILMAN C. SHATTUCK,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. September 11, 1908. Then personally appeared the above-named Charles H. Burns, president, and Gilman C. Shattuck, treasurer, of the Peterborough Railroad Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

BEN EMERY BURNS,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH & HILLSBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL BALANCE SHEET.	
Cost of road	\$209,298.44
Sinking and other special funds	925.00
	<hr/>
Total miscellaneous assets	\$210,223.44
Profit and loss balance—deficit	120,583.83
	<hr/>
Total	\$330,807.27
<hr/>	
Capital stock, common	\$45,000.00
Funded debt	165,000.00
Matured interest coupons unpaid (including cou- pons due July 1)	112,181.25
Gratuity	8,626.02
	<hr/>
Total	\$330,807.27
<hr/>	
CAPITAL STOCK.	
Capital stock authorized by law, common	\$45,000.00
Capital stock authorized by votes of company, common	45,000.00
Capital stock issued and outstanding, common	45,000.00
Number of shares issued and outstanding, com- mon	450
Number of stockholders, common	1
Number of stockholders in New Hampshire, com- mon	1
Amount of stock held in New Hampshire, com- mon	\$45,000.00

RAILROAD OWNED.

Total length of main line in New Hampshire . . .	18.51 miles
Total length of side track, etc.	2.00 "
Total length of track owned	20.51 "

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH & HILLSBOROUGH RAILROAD.

1023 OLD SOUTH BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Alvah W. Sulloway, Franklin, N. H.; treasurer, George U. Crocker, 1023 Old South Building, Boston, Mass.; clerk of corporation, Thomas F. Clifford, Franklin, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Alvah W. Sulloway, Franklin, N. H.; Frederick H. Daniell, Franklin, N. H.; William P. Fiske, Concord, N. H.; Frank P. Maynard, Claremont, N. H.; George E. Whitney, Enfield, N. H.; Frederick L. Thompson, Bellows Falls, Vt.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

A. W. SULLOWAY,
President.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. August 26, 1908. Then personally appeared the above-named A. W. Sulloway and George U. Crocker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. GLOVER CROCKER, JR.,
Justice of the Peace.

REPORT
OF THE
SULLIVAN COUNTY RAILROAD
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$391,487.80
Operating expenses	228,954.94
	\$162,532.86
Net earnings from operation	\$162,532.86
Miscellaneous income, less expense of collecting:	
Rents of real estate	\$1,366.66
Less expense	822.50
	544.16
Gross income above operating expenses	\$163,077.02
Charges upon income accrued during the year:	
Interest on funded debt	\$14,280.00
Taxes	13,356.67
	47,575.47
Other deductions from income:	
Additions and betterments, \$13,- 124.11; rents, tracks, yards and terminals, \$3,028.05; hire of equipment, \$3,786.64	19,938.80
	47,575.47
Total charges and deductions from income	\$115,501.55
Net divisible income	\$115,501.55
Dividends declared during the year payable on—	
October 1, 1907, 4 per cent on \$500,000, common	\$20,000.00
April 1, 1908, 4 per cent on \$500,- 000, common	20,000.00
	20,000.00

Total dividends declared	\$40,000.00
Surplus for the year ending June 30, 1908	\$75,501.55
Amount of surplus June 30, 1907	189,714.84
Total surplus June 30, 1908	\$265,216.39
EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$128,323.50
Deductions:	
Excess fares refunded	546.11
Net revenue from passengers	\$127,777.39
From mails	\$9,373.04
From express and milk	8,580.00
From extra baggage and storage	1,904.84
Special trains	430.66
Miscellaneous	16.40
	20,304.94
Total earnings, passenger service	\$148,082.33
Gross receipts from freight	\$240,109.25
Deductions:	
Overcharge to shippers	674.34
Net revenue from freight	\$239,434.91
Special trains	\$306.73
Miscellaneous	386.16
	692.89
Total earnings, freight service	\$240,127.80
Total passenger and freight earnings	\$388,210.13
Other earnings from operation:	
Car service collections at stations	\$880.43
Switching charges—balance	2,128.81
Telegraph companies	105.43
Rentals from buildings and other property	163.00
Total other earnings	3,277.67
Gross earnings from operation	\$391,487.80

EXPENSES OF OPERATION.

General expenses:

Salaries of general officers	\$1,374.57
Salaries of clerks and attendants	1,643.97
General office expenses and supplies	34.70
Insurance	1,145.49
Law expenses	1,830.52
Stationery and printing (general offices)	9.25
Miscellaneous	19.29
Total	\$6,057.79

Maintenance of way and structures:

Repairs of roadway	\$27,140.63
Renewals of rails	213.40
Renewals of ties	4,766.85
Repairs and renewals of bridges and culverts	1,997.23
Repairs and renewals of fences, road crossings, signs and cattle guards	1,840.29
Repairs and renewals of buildings and fixtures	2,468.79
Repairs and renewals of telegraph	48.54
Stationery and printing	23.40
Maintaining joint tracks, yards, and other facilities	1,380.39
Miscellaneous	11.32
Total	\$39,890.84

Maintenance of equipment:

Superintendence	\$756.09
Repairs and renewals of locomotives	10,041.53
Repairs and renewals of passenger cars	462.16
Repairs and renewals of freight cars	10,580.03
Repairs and renewals of work cars	66.15
Repairs and renewals of shop machinery and tools	105.59
Stationery and printing	20.31
New equipment	12,504.83
Total	\$34,536.99

Conducting transportation:

Superintendence	\$3,236.94
Engine and roundhouse men	30,338.05
Fuel for locomotives	58,529.27
Water supply for locomotives	1,445.31
Oil, tallow and waste for locomotives	793.01
Train service	21,587.37
Train supplies and expenses	3,200.26

Switchmen, flagmen and watchmen	\$7,994.14
Telegraph expenses	3,609.77
Station service	13,962.91
Station supplies	1,798.70
Hire of equipment—balance*	1,126.06
Loss and damage	164.53
Clearing wrecks	40.06
Advertising	442.21
Outside agencies	101.94
Rentals for tracks, yards and terminals.†	
Stationery and printing	624.78
Operating joint yards and terminals	1,722.37
Miscellaneous	3.76
Total	\$148,469.32
<hr/>	
Recapitulation:	
General expenses	\$8,057.79
Maintenance of way and structures	39,890.84
Maintenance of equipment	34,536.99
Conducting transportation	148,469.32
Total operating expenses	\$228,954.94
<hr/>	
Percentage of operating expenses to gross earnings	58.48
<hr/>	
GENERAL BALANCE SHEET.	
<hr/>	
Cost of road	\$888,755.37
Cost of equipment	98,175.10
Total permanent investments	\$986,930.47
Due from solvent companies and individuals	153,871.09
Total	\$1,140,801.56
<hr/>	
Capital stock, common	\$500,000.00
Funded debt	357,000.00
Current liabilities:	
Audited vouchers and accounts	15,015.17
Accrued liabilities:	
Interest accrued and not yet due	3,570.00
Profit and loss balance—surplus	265,216.39
Total	\$1,140,801.56

* The balance of this account, amounting to \$3,786.64, representing the rental feature, is deducted from income, as shown on page 94.

† These rentals, amounting to \$3,028.05, are deducted from income, as shown on page 94.

CAPITAL STOCK.		
Capital stock authorized by law, common		\$500,000.00
Capital stock authorized by votes of company, common		500,000.00
Capital stock issued and outstanding, common		500,000.00
Number of shares issued and outstanding, common		5,000
Number of stockholders, common		8
Number of stockholders in New Hampshire, common		5
Amount of stock held in New Hampshire, common		\$600.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during the year.
First mortgage.....	4%	Apr. 1, 1924	\$357,000.00	\$14,280.00
Totals.....			\$357,000.00	\$14,280.00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:

Number of passengers carried paying revenue	304,530
Number of passengers carried one mile	5,657,417
Number of passengers carried one mile per mile of road operated	217,593
Average length of journey per passenger, miles	18.58
Average amount received per passenger per mile carried	\$0.0226
Passenger earnings (gross) per mile of road operated	5,695.47
Passenger earnings (gross) per passenger-train mile run	1.39

Freight traffic:

Number of tons of freight hauled earning revenue	897,975
Number of tons of freight hauled one mile	22,119,519
Number of tons of freight hauled one mile per mile of road operated	850,751
Average length of haul per ton, miles	24.63
Average amount received per ton per mile hauled	\$0.0108
Freight earnings (gross) per mile of road operated	9,235.68
Freight earnings (gross) per freight-train mile run	1.68

Operating expenses:

Operating expenses per mile of road operated .	\$8,805.96
Operating expenses per revenue-train mile run .	.95

Train mileage:

Miles run by passenger trains	98,992
Miles run by freight trains	135,945
Miles run by mixed trains	7,283
Total mileage of trains earning revenue	242,220
Miles run by switching-trains	42,563
Miles run by construction and other trains	5,977
Total train mileage	290,760

Fares and freights:

Average rate of fare per mile received for local and trip tickets	2.050 cents
Average rate of fare per mile received for mileage tickets	2.00 " "
Average rate of fare per mile received for interline tickets	2.442 "
Average rate received per ton mile for local freight	4.419 "
Average rate received per ton mile for interline freight	1.054 "

Average number of persons employed	126
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RAILROAD OWNED.

Length of main line in New Hampshire	25.19 miles
Total length of line owned	26.00 "
Total length of second track in New Hampshire	17.40 "
Total length of side track, etc., in New Hampshire	7.36 "
Total length of track owned in New Hampshire	49.95 "
Total length of track owned	50.76 "

RAILROAD OPERATED.

Length of main line in New Hampshire	25.19 miles
Total length of main line	26.00 "
Total length of second track in New Hampshire	17.40 "
Total length of side track, etc., in New Hampshire	7.36 "
Total length of track operated in New Hampshire	49.95 "
Total length of track operated	50.76 "

DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main Line, or Branch Line, etc.	Terminal or Branch Line.	Length of line in miles.		Second track.	Third track.	Fourth track.	Side track, etc.	Length com- puted as single track.	
			In New Hampshire.	Total.					In New Hampshire.	Total.
Sullivan County R. R.	Main	Bellows Falls to Windsor, Vt. . .	26.00	25.19	17.40	17.40			7.38	7.38

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.

Number owned.	Number leased roads.	Total owned and leased.	Number equipped with power driver, big-wheel brakes.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with power train brakes.	Number equipped with automatic couplers.	Name of coupler used.
Passenger locomotives.....	5	5	5	175,000	116,000	142,000	142,000	.....
Freight	5	5	5	.....	.....	.....	.....	.....
Totals.....	10	10	10	.....	.....	.....	.....	.....
Box cars.....	288	288	288	.....	.....	.....	288	Gould.

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Crossings with Highways.

Number of crossings of railroad with highways at grade	19
Number of highway grade crossings unprotected	19
Number of highway bridges 18 feet (or more) above track	1
Number of highway bridges less than 18 feet above track	1
Height of lowest highway bridge above track :	17 ft. 3 in.

BRIDGES REPAIRED DURING THE YEAR.

NUMBER AND LOCATION.	DESCRIPTION OF BRIDGE.	DESCRIPTION OF WORK DONE.
89—W. Claremont.....	Deck riveted truss..	New ties.

PROPER ADDRESS OF THE COMPANY.

SULLIVAN COUNTY RAILROAD,

BOSTON, MASS.

Corporate office, Concord, Mass.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, John H. Albin, Concord, N. H.; treasurer, Henry A. Albin, Concord, N. H.; assistant treasurer, Herbert E. Fisher, Boston, Mass.; clerk of corporation, Henry A. Albin, Concord, N. H.; general auditor, William J. Hobbs, Boston, Mass.; general traffic manager, William F. Berry, Boston, Mass.; general passenger agent, Charles M. Burt, Boston, Mass.; general freight agent, Michael T. Donovan, Boston, Mass.; superintendent, Harry E. Folsom, Lyndonville, Vt.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John H. Albin, Concord, N. H.; James H. Williams, Bellows Falls, Vt.; George H. Stowell, Claremont, N. H.; George W. Abbott, Springfield, Mass.; George E. Anderson, Nashua, N. H.; Henry A. Albin, Concord, N. H.; John E. Allen, Keene, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN H. ALBIN,

President.

HERBERT E. FISHER,

Assistant Treasurer.

WM. J. HOBBS,

General Auditor.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. October 2, 1908. Then personally appeared the above-named John H. Albin and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WILLIAM H. SAWYER,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 28, 1908. Then personally appeared the above-named Herbert E. Fisher, assistant treasurer, and William J. Hobbs, general auditor, of the Sullivan County Railroad, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. Ryder,

Justice of the Peace.

REPORT
OF THE
SUNCOOK VALLEY RAILROAD
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$14,700.00
Total expenses and charges upon income	296.25
	\$14,403.75
Net divisible income	14,400.00
Dividends declared, 6 per cent on common stock	410.95
	\$3.75
Surplus for the year ending June 30, 1908	410.95
Amount of surplus June 30, 1907	410.95
	\$414.70
GENERAL BALANCE SHEET.	
Cost of road	\$348,199.19
Total cash and current assets	2,611.51
	\$350,810.70
Capital stock, common	\$341,700.00
Contributions	8,696.00
	\$350,396.00
Total sinking and other special funds	414.70
Profit and loss balance—surplus	414.70
	\$350,810.70
CAPITAL STOCK.	
Capital stock authorized by law, common	\$500,000.00
Capital stock authorized by votes of company, common	341,700.00

Capital stock issued and outstanding, common	\$240,000.00
Nondividend paying stock	101,700.00
Number of shares issued and outstanding, common	3,417
Number of stockholders, common	208
Number of stockholders in New Hampshire, common	192
Amount of stock held in New Hampshire, common	\$327,800.00

RAILROAD OWNED.

Total length of main line, Suncook to Pittsfield,	17.41 miles
Total length of side track, etc.	3.56 "
Total length of track owned	20.97 miles

GENERAL REMARKS AND EXPLANATIONS.

For correct mileage see report of the operating company, namely, the Boston & Maine Railroad.

PROPER ADDRESS OF THE COMPANY.

SUNCOOK VALLEY RAILROAD,

WALTER M. PARKER, *Treasurer.*

MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Hiram A. Tuttle, Pittsfield, N. H.; treasurer, Walter M. Parker, Manchester, N. H.; clerk of corporation, Nathan P. Hunt, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Hiram A. Tuttle, Pittsfield, N. H.; Charles H. Carpenter, Chichester, N. H.; James B. Tenant, Concord, N. H.; Josiah Carpenter, Manchester, N. H.; Eugene S. Head, Hooksett, N. H.; Alfred Quimby, Manchester, N. H.; Frank W. Sargent, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

WALTER M. PARKER,
Treasurer.

HIRAM A. TUTTLE,
President.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. September 14, 1908. Then personally appeared the above-named Walter M. Parker and Hiram A. Tuttle and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD B. STEARNS,
Justice of the Peace.

REPORT
OF THE
UPPER COÖS RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$66,685.00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$500.00
Interest on funded debt	45,185.00
Total expenses and charges upon income	45,685.00
Net divisible income	\$21,000.00
Dividends declared, 6 per cent on common stock	21,000.00
GENERAL BALANCE SHEET.	
Coös Valley Railroad Company	\$231,673.00
Upper Coös Railroad (Vt.)	29,407.00
Cost of road	900,398.12
Cost of equipment	231,521.88
Total permanent investments	\$1,393,000.00
Capital stock, common	\$350,000.00
Funded debt	1,043,000.00
Total current liabilities	\$1,393,000.00

CAPITAL STOCK.		
Capital stock authorized by law, common		\$350,000.00
Capital stock authorized by votes of company, common		350,000.00
Capital stock issued and outstanding, common		350,000.00
Number of shares issued and outstanding, common		3,500
Number of stockholders, common		46
Number of stockholders in New Hampshire, common		15
Amount of stock held in New Hampshire, common		\$135,000.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
First Mortgage.....	4%	May 1, 1930	\$350,000.00	\$14,000.00
" "	4½%	" "	693,000.00	31,185.00
Totals			\$1,043,000.00	\$45,185.00

PROPER ADDRESS OF THE COMPANY.

UPPER COOS RAILROAD COMPANY,

28 STATE STREET, BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George Van Dyke, Lancaster, N. H.; treasurer, Thomas S. McGowen, Boston, Mass.; clerk of corporation, Chester B. Jordan, Lancaster, N. H.; general counsel, Irving W. Drew, Lancaster, N. H.; general manager, Lawrence McDonald, Portland, Me.; superintendent, George F. Blake, Lancaster, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

George Van Dyke, Lancaster, N. H.; Irving W. Drew, Lancaster, N. H.; Henry O. Kent, Lancaster, N. H.; Parker W. Whittemore, Newton, Mass.; Sherburne M. Merrill, Newton, Mass.; Thomas S. McGowen, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

THOMAS S. McGOWEN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 12, 1908. Then personally appeared the above-named Thomas S. McGowen and made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. PHILIP WARDNER,
Notary Public.

REPORT

OF THE

WILTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.

Rental received from lease of road, 99 years from October, 1883	\$20,400.00
Dividends declared, 8½ per cent on common stock	20,400.00
Surplus for the year ending June 30, 1908	nothing
Contingent fund	\$1,000.00

GENERAL BALANCE SHEET.

Cost of road	\$242,600.00
Cash	3,148.00
Total	\$245,748.00
Capital stock, common	\$240,000.00
Capital stock, never capitalized	2,600.00
Total capital stock	\$242,600.00
Current liabilities:	
Dividends not called for	\$2,148.00
Contingent fund	1,000.00
Total current liabilities	3,148.00
Total	\$245,748.00

CAPITAL STOCK.	
Capital stock authorized by law, common	\$240,000.00
Capital stock authorized by votes of company, common	240,000.00
Capital stock issued and outstanding, common	240,000.00
Number of shares issued and outstanding, common	2,400
Number of stockholders, common	225
Number of stockholders in New Hampshire, common	194
Amount of stock held in New Hampshire, common	\$196,400.00

RAILROAD OWNED.	
Total length of main line in New Hampshire	15.50 miles
Total length of track owned in New Hampshire	15.50 "

PROPER ADDRESS OF THE COMPANY.

WILTON RAILROAD COMPANY,

NASHUA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George O. Whiting, Lexington, Mass.; treasurer, William E. Spalding, Nashua, N. H.; clerk of corporation, Isaac S. Whiting, Wilton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John A. Spalding, Nashua, N. H.; George O. Whiting, Lexington, Mass.; Charles A. Burns, Somerville, Mass.; Harry W. Ramsdell, Nashua, N. H.; George Whiting, Somerville, Mass.

I hereby certify that the statements contained in the foregoing return are full, just, and true.

WM. E. SPALDING.

Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. October 19, 1908. Then personally appeared the above-named Wm. E. Spalding, treasurer, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EUGENE W. LESLIE,
Justice of the Peace.

REPORT

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$250,000.00
Interest on bank account	297.37
<hr/>	<hr/>
Gross income	\$250,297.37
 Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$2,868.22
Interest on funded debt	71,040.00
<hr/>	<hr/>
Total expenses and charges upon income	73,908.22
<hr/>	<hr/>
Net divisible income	\$176,389.15
Dividends declared, 2 $\frac{3}{4}$, 3, 5 $\frac{1}{4}$ per cent on 30,644 shares	176,203.00
<hr/>	<hr/>
Surplus for the year ending June 30, 1908	\$186.15
Amount of deficit June 30, 1907	272,484.14
<hr/>	<hr/>
Total deficit June 30, 1908	\$272,297.99
 GENERAL BALANCE SHEET.	
Cost of road	\$4,138,584.99
Cost of equipment	415,336.03
<hr/>	<hr/>
Total permanent investments	\$4,553,921.02

Cash	\$46,120.99	
Bills receivable, Worcester, Nashua & Rochester stock	35,400.00	
Total cash and current assets	\$81,520.99	
Profit and loss balance—deficit	272,297.99	
Total	\$4,907,740.00	
Capital stock, common	\$3,099,800.00	
Funded debt	1,776,000.00	
Current liabilities:		
Matured interest coupons unpaid (including coupons due July 1)	28,140.00	
Accrued liabilities:		
Interest accrued and not yet due	3,800.00	
Total	\$4,907,740.00	

PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS DURING THE YEAR.

All additions to property accounts are made by Boston & Maine Railroad, lessee.

CAPITAL STOCK.		
Capital stock authorized by law, common	\$3,600,000.00	
Capital stock authorized by votes of company, common	3,099,800.00	
Capital stock issued and outstanding, common	3,099,800.00	
Number of shares issued and outstanding, common	30,998	
Number of stockholders, common	817	
Number of stockholders in New Hampshire, common	174	
Amount of stock held in New Hampshire, common	\$208,600.00	

RAILROAD OWNED.

Length of main line in New Hampshire	55.02	miles
Total length of main line	94.48	"
Total length of second track	18.13	"
Length of side track, etc., in New Hampshire	19.06	"
Total length of side track, etc.	45.28	"
Total length of track owned in New Hampshire	74.08	"
Total length of track owned	157.89	"

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
First mortgage bonds.....	4%	Jan. 1, 1913	\$511,000.00	\$20,340.00
" " "	"	Jan. 1, 1930	735,000.00	29,500.00
" " "	"	Oct. 1, 1934	380,000.00	15,120.00
" " "	"	Jan. 1, 1935	150,000.00	6,000.00
Totals.....			\$1,776,000.00	\$70,960.00

PROPER ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Charles A. Peabody, 32 Nassau St., New York; treasurer, Charles H. Bowen, 53 State St., Boston, Mass.; clerk of corporation, Charles H. Bowen, 53 State St., Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Charles A. Peabody, New York, N. Y.; James N. Jarvie, New York, N. Y.; Frederic Cromwell, New York, N. Y.; Augustus D. Juilliard, New York, N. Y.; Henry S. Higginson, Boston, Mass.; Nathaniel Thayer, Lancaster, Mass.; Downie D. Muir, Worcester, Mass.; Albert Wallace, Rochester, N. H.; Charles H. Bowen, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

CHARLES A. PEABODY,
HENRY L. HIGGINSON,
N. THAYER,
DOWNIE D. MUIR,
ALBERT WALLACE,
C. H. BOWEN,

Directors.

C. H. BOWEN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. August 10, 1908. Then personally appeared the above-named Charles A. Peabody and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

BERTICE F. SAWYER,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 12, 1908. Then personally appeared the above-named Henry L. Higginson, Downie D. Muir, Albert Wallace and C. H. Bowen, and on August 20, 1908, N. Thayer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY J. THAYER,
Notary Public.

REPORT
OF THE
CONCORD & PORTSMOUTH RAILROAD
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$25,000.00
Interest on bank deposit	173.24
Gross income	\$25,173.24
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$310.00
Printing, advertising, etc.	17.50
Total expenses and charges upon income	327.50
Net divisible income	\$24,845.74
Dividends declared, 7 per cent on common stock	24,500.00
Surplus for the year ending June 30, 1908	\$345.74
Amount of surplus June 30, 1907	4,906.32
Total surplus June 30, 1908	\$5,252.06
GENERAL BALANCE SHEET.	
Cost of road	\$350,000.00
Cash	5,252.06
Total	\$355,252.06
Capital stock, common	\$350,000.00
Profit and loss balance—surplus	5,252.06
Total	\$355,252.06

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$500,000.00
Capital stock authorized by votes of company, common . . .	350,000.00
Capital stock issued and outstanding, common . . .	350,000.00
Number of shares issued and outstanding, common . . .	3,500
Number of stockholders, common . . .	192
Number of stockholders in New Hampshire, common . . .	159
Amount of stock held in New Hampshire, common . . .	\$321,300.00

RAILROAD OWNED.	
Total length of line owned in New Hampshire . . .	39.87 miles

PROPER ADDRESS OF THE COMPANY.

CONCORD & PORTSMOUTH RAILROAD,
MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William A. Peirce, Portsmouth, N. H.; treasurer, W. Byron Stearns, Manchester, N. H.; clerk of corporation, Wallace Hackett, Portsmouth, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William A. Peirce, Portsmouth, N. H.; Wallace Hackett, Portsmouth, N. H.; Calvin Page, Portsmouth, N. H.; Walter M. Parker, Manchester, N. H.; Joseph B. Walker, Concord, N. H.; Samuel C. Eastman, Concord, N. H.; Elisha R. Brown, Dover, N. H.

I hereby certify that the statements contained in the foregoing return are full, just, and true.

W. BYRON STEARNS,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 2, 1908. Then personally appeared the above-named W. Byron Stearns and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

H. M. PUTNEY,
Justice of the Peace.

REPORT
OF THE
MANCHESTER & LAWRENCE RAIL-
ROAD

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.		
Rental received from lease of road		\$112,960.00
Dividends received on stocks owned:		
Concord & Montreal Railroad		210.00
Interest on deposits		42.93
Gross income		\$113,212.93
Expenses and charges upon income accrued during the year:		
Salaries and maintenance of organization	\$1,641.83	
Interest on funded debt	10,960.00	
Total expenses and charges upon income		12,601.83
Net divisible income		\$100,611.10
Dividends declared, 10 per cent on common stock		100,000.00
Surplus for the year ending June 30, 1908		\$611.10
Amount of surplus June 30, 1907		136,176.87
Total surplus June 30, 1908		\$136,787.97
GENERAL BALANCE SHEET.		
Cost of road		\$1,000,000.00
Cost of telegraph		4,770.35
Land in Manchester, N. H., terminals		274,298.53
Stock of Concord & Montreal Railroad		3,000.00
Total permanent investments		\$1,282,068.88

Cash	\$11,598.59	
Due from solvent companies and individuals	123,454.00	
Total cash and current assets	\$135,052.59	
Total	\$1,417,121.47	
Capital stock, common	\$1,000,000.00	
Funded debt	274,000.00	
Current liabilities:		
Dividends not called for	6,333.50	
Profit and loss balance—surplus	136,787.97	
Total	\$1,417,121.47	
CAPITAL STOCK.		
Capital stock authorized by law, common	\$1,000,000.00	
Capital stock authorized by votes of company, common	1,000,000.00	
Capital stock issued and outstanding, common	1,000,000.00	
Number of shares issued and outstanding, common	10,000	
Number of stockholders, common	555	
Number of stockholders in New Hampshire, common	280	
Amount of stock held in New Hampshire, common	\$576,600.00	

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
Series "A" issued for the purchase of Real Estate in Manchester, N. H., but not secured by mortgage. The interest is guaranteed and paid by the Boston & Maine R. R..	4%	Jan. 1, 1922	\$274,000.00	\$10,960.00
Totals			\$274,000.00	\$10,960.00

RAILROAD OWNED.	
Total length of main line in New Hampshire	22.39 miles
Total length of track owned	22.39 "

PROPER ADDRESS OF THE COMPANY.

MANCHESTER & LAWRENCE RAILROAD,
867 ELM ST., MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Calvin Page, Portsmouth, N. H.; treasurer, George Henry Chandler, Manchester, N. H.; clerk of corporation, Edward M. Brooks, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Calvin Page, Portsmouth, N. H.; William P. Fowler, Boston, Mass.; Sumner Wallace, Rochester, N. H.; Frank E. Greene, Moultonborough, N. H.; George E. Smith, Swampscott, Mass.; Arthur M. Heard, Manchester, N. H.; Parker W. Whittemore, Newton, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

CALVIN PAGE,

President.

GEO. HENRY CHANDLER,

Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 2, 1908. Then personally appeared the above-named George Henry Chandler and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HENRY M. PUTNEY,

Justice of the Peace.

REPORT
OF THE
ATLANTIC & ST. LAWRENCE RAILROAD
COMPANY

(Including extension to Canadian boundary line and Norway branch railroad.)

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$1,481,542.95
Operating expenses	1,128,813.62
 Net earnings from operation	 \$352,729.33
 Charges upon income accrued during the year:	
Interest on funded debt	\$206,280.00
Taxes	82,147.03
 Total charges and deductions from income	 288,427.03
 Net divisible income	 \$64,302.30
Dividends declared, 6 per cent on \$5,484,000.00, common stock	329,040.00
 Deficit for the year ending June 30, 1908	 \$264,737.70
EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$287,346.08
From mails	\$28,683.57
From express	48,084.55
From extra baggage and storage	11,221.38
Other earnings, passenger service	17.32
	88,006.82
Total earnings, passenger service	\$375,352.90

Total earnings, freight service	\$1,102,676.01
Total passenger and freight earnings	\$1,478,028.91
Rentals from buildings and other property	3,514.04
<hr/>	
Gross earnings from operation	\$1,481,542.95
<hr/>	
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$4,058.31
Salaries of clerks and attendants	6,785.65
General office expenses and supplies	1,185.95
Insurance	8,214.64
Law expenses	2,435.97
Stationery and printing (general offices)	690.57
Other general expenses	2,547.83
Total	\$25,918.92
<hr/>	
Maintenance of way and structures:	
Repairs of roadway	\$126,568.57
Renewals of rails	21,628.39
Renewals of ties	15,651.83
Repairs and renewals of bridges and culverts	5,208.00
Repairs and renewals of fences, road crossings, signs and cattle guards	3,149.63
Repairs and renewals of buildings and fixtures	41,297.61
Repairs and renewals of docks and wharves	7,847.52
Repairs and renewals of telegraph	158.60
Stationery and printing	121.12
Other expenses	11,727.32
Total	\$233,358.59
<hr/>	
Maintenance of equipment:	
Superintendence	\$6,901.59
Repairs and renewals of locomotives	83,636.19
Repairs and renewals of passenger cars	16,790.34
Repairs and renewals of freight cars	74,843.40
Repairs and renewals of work cars	3,675.07
Repairs and renewals of shop machinery and tools	11,927.01
Stationery and printing	472.39
Other expenses	5,686.97
Total	\$203,932.96
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Conducting transportation:	
Superintendence	\$14,710.55
Engine and roundhouse men	105,931.44
Fuel for locomotives	241,222.51
Water supply for locomotives	9,185.20
Oil, tallow and waste for locomotives	5,515.70
Other supplies for locomotives	2,335.08
Train service	68,020.08
Train supplies and expenses	11,626.22
Switchmen, flagmen and watchmen	32,681.51
Telegraph expenses	6,782.12
Station service	97,502.34
Station supplies	11,112.70
Loss and damage	14,389.18
Injuries to persons	9,055.54
Clearing wrecks	2,068.56
Advertising	6,689.01
Outside agencies	18,983.25
Stationery and printing	6,305.38
Other expenses	1,486.78
Total	<u>\$665,603.15</u>

Recapitulation:	
General expenses	\$25,918.92
Maintenance of way and structures	233,358.59
Maintenance of equipment	203,932.96
Conducting transportation	665,603.15
Total operating expenses	<u>\$1,128,813.62</u>
Percentage of operating expenses to gross earnings	75.52

GENERAL BALANCE SHEET.	
Cost of road	<u>\$8,922,000.00</u>
Common stock, common	\$5,484,000.00
Funded debt	3,438,000.00
Total	<u>\$8,922,000.00</u>

CAPITAL STOCK.	
Capital stock authorized by law, common	\$5,484,000.00
Capital stock authorized by votes of company, common	5,484,000.00
Capital stock issued and *outstanding, common	5,484,000.00
Other paid stock liability	5,484,000.00

Number of shares issued and outstanding, common, £100 stg.	11,290
Number of shares issued and outstanding, common (\$100)	190
Number of shares issued and outstanding, common (\$16)	40
Total number of shares and outstanding	11,520
Number of stockholders, common	1,658

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
First mortgaged bonds.....	6%	1884	\$1,499,916.00	\$89,994.96
Second " "	6%	1891	712,932.00	42,775.92
Third " "	6%	1909	786,984.00	47,219.04
Balanc e on exchange of bonds.	6%	1909	168.00	10.08
<i>Island Pond to Canadian Boundary Line.</i>				
Island Pond Debentures £90,000.	6%		433,000.00	26,280.00
Totals.....			\$3,438,000.00	\$206,280.00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:

Number of passengers carried paying revenue	481,857
Number of passengers carried one mile	15,369,299
Number of passengers carried one mile per mile of road operated	92,186
Average length of journey per passenger, miles	31.90
Average amount received per passenger per mile carried	\$0.01869
Passenger earnings (gross) per mile of road operated	2,251.40
Passenger earnings (gross) per passenger-train mile run . . . . .	.97272

Freight traffic:	
Number of tons of freight hauled earning revenue	1,638,206
Number of tons of freight hauled one mile	184,231,490
Number of tons of freight hauled one mile per mile of road operated	1,105,035
Average length of haul per ton, miles	112.46
Average amount received per ton per mile hauled	\$0.00599
Freight earnings (gross) per mile of road operated	6,613.94
Freight earnings (gross) per freight-train mile run	2.34025
Operating expenses:	
Operating expenses per mile of road operated	6.77072
Operating expenses per revenue-train mile run	1.32162
Train mileage:	
Miles run by passenger trains	382,787
Miles run by freight trains	471,178
Miles run by special train	148
 Total mileage of trains earning revenue	 854,113
 Miles run by switching-trains	 294,246
Miles run by construction and other trains	9,952
 Total train mileage	 1,158,311
Fares and freights:	
Average rate of fare per mile received for local and trip tickets	\$0.02094
Average rate of fare per mile received for mileage tickets	.02
Average rate of fare per mile received for commutation tickets	.01414
Average rate of fare per mile received for season tickets	.01192
Average rate of fare per mile received for interline tickets (joint)	.01731
Average rate of fare per mile received for all tickets	.01965
Average rate received per ton mile for local freight	.00634
Average rate received per ton mile for interline freight	.00426
Employees:	
Average number of persons employed	1,047

RAILROAD OWNED.	
Length of main line in New Hampshire	52.060 miles
Total length of line owned	165.220 "
Length of side track, etc., in New Hampshire	20.410 "
Total length of side track, etc.	87.030 "
Total length of track owned in New Hampshire	72.470 "
Total length of track owned	252.250 "
RAILROAD OPERATED.	
Length of main line in New Hampshire	52.060 miles
Total length of main line	165.220 "
Total length of branch line	1.500 "
Total length of line operated in New Hampshire	52.060 "
Total length of line operated	166.720 "
Length of side track, etc., in New Hampshire	20.410 "
Total length of side track, etc.	87.030 "
Total length of track operated in New Hampshire	72.470 "
Total length of track operated	253.750 "
Equipment furnished by the lessees.	
RAILROAD CROSSINGS IN NEW HAMPSHIRE.	
<i>Crossings with Highways.</i>	
Number of crossings of railroad with highways at grade	22
Number of highway grade crossings protected by flagmen	2
Number of highway grade crossings unprotected	20
Number of highway bridges 18 feet (or more) above track	2
Height of lowest bridge above track	17 ft. 3 in.
<i>Crossings with Other Railroads.</i>	
Crossings of railroad with other railroads at grade	3
1. Crossing at Beatties, N. H., with Maine Central Railroad.	
2. Crossing at Berlin, N. H., with Berlin Street Railway.	
3. Crossing at Cascade Falls, N. H., with Berlin Street Railway.	
RAILROAD BRIDGES IN NEW HAMPSHIRE.	
Total length of pile and trestle bridging (in feet)	192

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.		Total on all lines operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passeng'rs.	1	1	.....	1	1	1	1
Employees.	1	.....	5	.....	6	3	11
Others	1	.....	3	.....	4	.....	7
Totals	3	1	8	1	11	4	19

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

Passengers.

Emil Baker, Berlin. Plank in platform gave way.
L. Blanc, Gorham. Jumped from train while in motion.

Employees.

R. E. Smith, Berlin. Fell from car while switching.
F. Snow, Gorham. Leaning out of window, struck on face by mail catcher.
J. Desjardin, Gorham. Jumping from one car to another as they were being separated and fell to the ground.
A. Blake, Berlin. Shutting car door, caught his finger.
D. H. Morse, Berlin. Piece of wood fell from car on him.
F. Bagley, Berlin. Had finger crushed loading a frog.

Other Persons.

W. Ward, Groveton. Struck while walking on track.
T. Brosseau, Berlin. Struck while walking on track.
N. Ouelette, Gorham. Struck while walking on track.
F. Tremblay, Berlin. Car in which he was working was struck by other cars, throwing him against side.

PROPER ADDRESS OF THE COMPANY.

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,
PORTLAND, ME.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Charles M. Hays, Montreal, Que.; vice-president, Earl H. Fitzhugh, Montreal, Que.; treasurer, Frank Scott, Montreal, Que.; clerk of corporation, LeRoy L. Hight, Portland, Me.; solicitor, Clarence A. Hight, Portland, Me.; general auditor, Nicholas J. Power, Montreal, Que.; general manager, Charles M. Hays, Montreal, Que.; freight traffic manager, John W. Loud, Montreal, Que.; passenger traffic manager, W. E. Davis, Montreal, Que.; general freight agent, C. A. Hayes, Montreal, Que.; superintendent, H. E. Whittenberger, Montreal, Can.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Charles M. Hays, Montreal, Que.; Earl H. Fitzhugh, Montreal, Que.; John W. Loud, Montreal, Que.; Walter W. Duffett, Portland, Me.; William W. Brown, Portland, Me.; Edward A. Noyes, Portland, Me.; Philip G. Brown, Portland, Me.; Franklin R. Barrett, Portland, Me.; LeRoy L. Hight, Portland, Me.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

EDWARD A. NOYES,
LEROY L. HIGHT,
Directors.

FRANK SCOTT,
Treasurer.

W. H. ARDLEY,
Chief Accounting Officer.

STATE OF MAINE.

CUMBERLAND, ss. Portland, Me., October 27, 1908. Then personally appeared the above-named Edward A. Noyes and LeRoy L. Hight and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALFRED A. MONTGOMERY,
Justice of the Peace.

PART III.

STREET RAILWAY RETURNS.

REPORT

OF THE

ATLANTIC SHORE LINE RAILWAY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$348,207.27
Operating expenses	229,431.27
Net income from operation	\$118,776.00
Accrued from sinking fund	600.00
Gross income above operating expenses	\$119,376.00
Charges upon income accrued during the year:	
Interest on funded debt	\$110,660.24
Interest and discount on un- funded debts and loans	1,819.40
Taxes	4,200.00
Total charges and deductions from income	116,679.64
Surplus for year ending June 30, 1908	\$2,696.36
Amount of surplus June 30, 1907	49,062.49
Total surplus June 30, 1908	\$51,758.85
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$277,515.74
Receipts from carriage of mails	4,266.63
Receipts from carriage of freight and express	41,171.62
Receipts from rentals of buildings and other property	1,106.39
Receipts from sales of power	21,496.43
Receipts from advertising in cars	840.00

Other earnings from operation:			
Chartered cars	.	.	.
Eliot bridge tolls	.	.	.
Miscellaneous	.	.	.
			\$1,353.32
			346.24
			110.90
Gross income from operation	.	.	\$348,207.27

EXPENSES OF OPERATION.

General expenses:			
Salaries of general officers and clerks	.	.	\$10,941.49
General office expenses and supplies	.	.	1,813.22
Advertising and attractions	.	.	2,804.99
Insurance	.	.	6,441.92
Other general expenses	.	.	12,052.51
Maintenance of roadway and buildings:			
Repairs of roadbed, track, and bridges	.	.	14,033.71
Repairs of electric line construction	.	.	7,406.02
Removal of snow and ice, and cleaning track	.	.	3,118.31
Repairs of buildings	.	.	1,968.87
Maintenance of equipment:			
Repairs of cars and other vehicles	.	.	10,473.89
Repairs of electric equipment of cars	.	.	9,697.68
Miscellaneous equipment	.	.	322.93
Miscellaneous shop expenses	.	.	1,278.37
Transportation expenses:			
Maintenance steam plant	.	.	\$595.86
Maintenance electric plant	.	.	1,048.62
			1,644.48
Cost of electric motive power	.	.	55,905.36
Wages and compensation of persons employed in conducting transportation	.	.	55,842.95
Car service supplies	.	.	1,828.64
Car service expenses	.	.	2,889.89
Operating of ferry	.	.	15,356.03
Maintenance freight and express service	.	.	13,610.01
Total operating expenses	.	.	\$229,431.27

PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Additions:			
New extension of railway and tracks	.	.	\$700,000.00
Electric line construction and telephone	.	.	10,866.82
Total additions to railway	.	.	\$710,866.82

Construction cars	\$18,266.07	
Electrical equipment of same	19,590.18	
Other additional equipment	15,054.12	
Total additions to equipment	\$52,910.37	
Construction electric power stations, including machinery, etc.	\$12,722.04	
Shop tools and machinery	2,406.82	
Construction buildings necessary for operation of railway	4,495.77	
Total additions to land and buildings	19,624.63	
Additions to other permanent property:		
Miscellaneous	\$2,033.28	
Construction track and bridges	32,120.79	
Organization	515.59	
Engineering and superintendence	156.00	
Total additions to other permanent property	34,825.66	
Total additions to property account	\$818,227.48	

GENERAL BALANCE SHEET.

Assets.

Total permanent investments	\$5,919,147.02	
Cash and current assets:		
Cash	\$3,054.71	
Bills and accounts receivable	198,628.37	
Mousam River Railway sinking fund	13,900.00	
Securities	100,000.00	
Securities (borrowed)	37,000.00	
Total cash and current assets	352,583.08	
Miscellaneous assets:		
Prepaid rents	\$1,435.59	
Materials and supplies	9,607.14	
Total miscellaneous assets	11,042.73	
Total	\$6,282,772.83	

<i>Liabilities.</i>		
Capital stock:		
Common	\$2,000,000.00	
Alfred Light & Power Co.	200,000.00	
Preferred	1,000,000.00	
Total capital stock		\$3,200,000.00
Funded debt		2,496,500.00
Current liabilities:		
Loans and bills payable	\$191,508.99	
Matured interest coupons unpaid (Including coupons due July 1)	1,270.00	
Accounts payable	182,680.37	
Securities loaned	137,000.00	
Total current liabilities		512,459.36
Accrued liabilities:		
Interest accrued and not yet due (coupon)	\$20,688.75	
Taxes accrued and not yet due	942.74	
Rentals accrued and not yet due	65.88	
Miscellaneous, interest not yet due	357.25	
Total accrued liabilities		22,054.62
Profit and loss balance—surplus		51,758.85
Total		\$6,282,772.83
 CAPITAL STOCK.		
A. L. & P. Co.		\$200,000.00
Capital stock issued and outstanding, common		2,000,000.00
First		700,000.00
Second		300,000.00
Total capital stock outstanding		\$3,200,000.00
Number of stockholders in New Hampshire		5
Total stock held in New Hampshire		\$17,000.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during the year.
Atlantic Shore Line Railway...	4%	1926	\$1,000,000.00	
" " " "	5	1934	361,500.00	
Sanford and Cape Porpoise Ry..	5	1928	246,000.00	
Mousam River Railway.....	6	1912	59,000.00	
Atlantic Shore Line Railway ...	5	1924	120,000.00	
Portsmouth, Kittery & York St. Ry.....	6	1917	200,000.00	
Portsmouth, Dover, & York St. Ry.....	4%	1923	450,000.00	
Portsmouth, Dover & York St. Ry., second mortgage.....	5	1925	60,000.00	
Total.....	.....	.....	\$2,496,500.00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	6,718,868
Number of passengers carried per mile of railway track operated	71,842
Number of car miles run	1,409,364
Average number of persons employed	250

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	23
Open passenger cars equipped without electric power	4
Total passenger cars of all kinds	27
Mail cars—electric	1
Construction, repair, and other work cars	4
Snowplows	6
Other rolling stock:	
Portable substation	1
Freight cars	23
Freight locomotives	3
Express cars	2
Other items of equipment:	
Ferryboat	1
Steamer	1

DESCRIPTION OF RAILWAY.	
Length of railway line owned	87.627 miles
Length of railway line held under lease or contract	2.783 "
Length of sidings, switches, etc., owned	4.394 "
Length of sidings, switches, etc., held under lease or contract . . . . .	.11 "
Total length, computed as single track, owned	92.021 "
Total length, computed as single track, held under lease or contract	2.893 "
Total length, computed as single track, owned and held under lease or contract	94.914 "

Motive power, all electric.

System of electric motive power used by the company, General Electric and Westinghouse.

The railway is located in Kittery, Kittery Point, York, York Harbor, York Beach, Eliot, South Berwick, Dover, Portsmouth, Springvale, Sanford, Kennebunk, Kennebunkport, Biddeford, Cape Porpoise, Wells, Wells Beach, and Ogunquit.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
Branch to Portsmouth Navy Yard of the York Harbor & Beach R. R.	1	1
Boston & Maine R. R., Northern division, at Great Works, Me.	2	1
Boston & Maine R. R., at Springvale, Me.	2	1
Totals.....	5	3

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	1	20
Employees.....		3
Other persons.....	1	1
Totals.....	2	24

PROPER ADDRESS OF THE COMPANY.

ATLANTIC SHORE LINE RAILWAY,

SANFORD, ME.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, E. M. Goodall, Sanford, Me.; vice-president, George B. Goodall, Sanford, Me.; treasurer, Louis B. Goodall, Sanford, Me.; clerk of corporation and general counsel, F. J. Allen, Sanford, Me.; general manager, E. B. Kirk, Sanford, Me.; assistant treasurer, A. H. Bickmore, New York.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

E. M. Goodall, Sanford, Me.; Louis B. Goodall, Sanford, Me.; George B. Goodall, Sanford, Me.; A. H. Bickmore, 30 Pine St., New York; J. W. Tobin, 30 Pine St., New York; F. J. Allen, Sanford, Me.; E. B. Kirk, Sanford, Me.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LOUIS B. GOODALL,
Treasurer.

E. B. KIRK,
General Manager.

STATE OF MAINE.

YORK, ss. October 1, 1908. Then personally appeared the above-named Louis B. Goodall and E. B. Kirk and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD E. HUSSEY,
Notary Public.

REPORT
OF THE
BERLIN STREET RAILWAY COMPANY
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$45,806.05
Operating expenses	37,912.25
<hr/>	
Net income from operation	\$7,893.80
 Charges upon income accrued during the year:	
Interest on funded debt	\$5,250.00
Interest and discount on un- funded debts and loans	971.82
Taxes	26.10
<hr/>	
Total charges and deductions from income	6,247.92
 Surplus for year ending June 30, 1908	\$1,645.88
Amount of deficit June 30, 1907	7,838.50
<hr/>	
Total deficit June 30, 1908	\$6,192.62
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$41,071.00
 Other earnings from operation:	
Park	2,735.05
Casino	2,000.00
<hr/>	
Gross income from operation	\$45,806.05

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$2,250.00
General office expenses and supplies		322.50
Legal expenses		1,086.17
Insurance		766.88
Other general expenses		5,000.00
Maintenance of roadway and buildings:		
Repairs of road bed and track		3,839.43
Repairs of electric line construction		420.98
Removal of snow and ice		470.00
Maintenance of equipment:		
Repairs of cars and other vehicles		835.29
Repairs of electric equipment of cars		3,115.18
Transportation expenses:		
Cost of electric motive power		6,000.00
Wages and compensation of persons employed in conducting transportation		7,471.20
Damages for injuries to persons and property		2,257.60
Other transportation expenses		2,465.02
		1,612.00
Total operating expenses		\$37,912.25

GENERAL BALANCE SHEET.		
Assets.		
Railway:		
Roadbed and tracks		\$109,900.00
Electric line construction, including poles, wiring, feeder lines, etc.		35,000.00
Interest accrued during construction of railway		5,000.00
Salaries, engineering, and other expenses incident to construction		6,000.00
Total cost of railway owned		\$155,900.00
Equipment:		
Cars and other rolling stock and vehicles		\$10,500.00
Electric equipment of same		12,400.00
Total cost of equipment owned		22,900.00

Land and buildings:	
Land necessary for operation of railway	\$9,200.00
Electric power stations, including equipment	6,000.00
Other buildings necessary for operation of railway	21,000.00
 Total cost of lands and buildings owned	 \$36,200.00
 Total permanent investments	 \$215,000.00
 <i>Liabilities.</i>	
Capital stock:	
Common	\$80,000.00
Preferred	30,000.00
 Total capital stock	 \$110,000.00
Funded debt	105,000.00
 Total	 \$215,000.00
 CAPITAL STOCK.	
Capital stock authorized by law, common	\$80,000.00
Capital stock authorized by law, preferred	30,000.00
 Total capital stock authorized by law	 \$110,000.00
 Capital stock authorized by votes of company, common	\$80,000.00
Capital stock authorized by votes of company, preferred	30,000.00
 Total capital stock authorized by vote	 \$110,000.00
 Capital stock issued and outstanding, common	\$80,000.00
Capital stock issued and outstanding, preferred	30,000.00
 Total capital stock outstanding	 \$110,000.00
 Number of shares issued and outstanding, common	800
Number of shares issued and outstanding, preferred	300
 Total number of shares outstanding	 1100

Number of stockholders, common	6
Number of stockholders, preferred	30
Total number of stockholders	36
Number of stockholders in New Hampshire, common	2
Number of stockholders in New Hampshire, preferred	25
Total stockholders in New Hampshire	27
Amount of stock held in New Hampshire, common	\$25,000.00
Amount of stock held in New Hampshire, preferred	9,700.00
Total stock held in New Hampshire	\$34,700.00

FUNDED DEBT.

First mortgage, gold bonds:	
Rate of interest	5 per cent
Date of maturity	Feb. 1, 1923
Amount outstanding	\$105,000.00
Interest paid during year	5,250.00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	821,420
Number of passengers carried per mile of railway track operated	109,522
Number of round trips run	10,328
Number of car miles run	154,920
Average number of persons employed	18

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power	4
Total	8
Number of all above cars with 8 wheels	8
Snowplows	1
Electric motors	28

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	7.50 miles
Length of sidings, switches, etc., owned and operated . . . . .	.25 "
Total length, computed as single track	7.75 miles

Motive power, all electric.
 System of electric motive power used by the company, General Electric and Westinghouse.
 This railway is located in Berlin and Gorham.

MISCELLANEOUS.		Number of tracks at crossing.
GRADE CROSSINGS WITH RAILROADS.	Railroad.	
With Grand Trunk, Berlin Mills spur track, Berlin..	1	1
With International Paper Co., Berlin.....	1	1
With Grand Trunk, Berlin Mills spur track at the Cascade Mills, Gorham.....	1	1
Totals.....	3	3

ACCIDENTS TO PERSONS.	
Passengers injured	1

STATEMENT OF ACCIDENT.

Nelson M. Johnson claimed to have been injured by cars bumping together but could show no injury, and probably was not injured at all.

PROPER ADDRESS OF THE COMPANY.

BERLIN STREET RAILWAY,
 BERLIN, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Frank Ridlon, Boston, Mass.; treasurer, E. W. Gross, Berlin, N. H.; clerk of corporation, H. G. Noyes, Gorham, N. H.; general manager, E. W. Gross, Berlin, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Frank Ridlon, Boston, Mass.; E. W. Gross, Berlin, N. H.; Herbert I. Goss, Berlin, N. H.; J. F. Libby, Gorham, N. H.; H. G. Noyes, Gorham, N. H.; H. E. Hitchcock, Portland, Me.; A. L. Winslow, Auburn, Me.

I hereby certify that the statements contained in the foregoing report are full, just, and true.

E. W. GROSS,
Treasurer.

STATE OF NEW HAMPSHIRE.

Coös, ss. October 29, 1908. Then personally appeared the above named E. W. Gross and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HERBERT I. GOSS,
Justice of the Peace.

REPORT

OF THE

CHESTER & DERRY RAILROAD ASSOCIATION

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$16,435.23
Operating expenses	11,255.64
<hr/>	
Net income from operation	\$5,179.59
Charges upon income accrued during the year:	
Interest on funded debt	\$2,500.00
Interest and discount on un- funded debts and loans	358.70
Taxes	442.26
<hr/>	
Total charges and deductions from income	3,300.96
<hr/>	
Surplus for year ending June 30, 1908	\$1,878.63
Amount of surplus June 30, 1907	9,413.37
<hr/>	
Total surplus June 30, 1908	\$11,292.00
<hr/>	
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$14,063.58
Receipts from carriage of mails	592.76
Receipts from carriage of freight and express	1,745.92
Old junk	32.97
<hr/>	
Gross income from operation	\$16,435.23

EXPENSES OF OPERATION.	
General expenses:	
General office expenses and supplies	\$149.25
Insurance	447.75
Maintenance of roadway and buildings:	
Repairs of roadbed and track	1,584.07
Repairs of electric line construction	147.54
Removal of snow and ice	16.88
Repairs of buildings	436.94
Maintenance of equipment:	
Repairs of cars and other vehicles	346.26
Repairs of electric equipment of cars	295.09
Transportation expenses:	
Cost of electric motive power	3,000.00
Wages and compensation of persons employed in conducting transportation	3,928.18
Rentals of buildings and other property	270.30
Heating cars	108.00
Sundry	525.38
Total operating expenses	\$11,255.64

PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additional land necessary for operation of railway	\$250.00

GENERAL BALANCE SHEET.	
Assets.	
Railway:	
Roadbed and tracks	\$64,094.00
Electric line construction, including poles, wiring, feeder lines, etc.	\$17,709.34
Total cost of railway owned	\$81,803.34
Equipment:	
Cars and other rolling stock and vehicles	\$8,075.23
Electric equipment of same	7,601.59
Snowplow	1,700.00
Total cost of equipment owned	17,376.82

Land and buildings:	
Land necessary for operation of railway	\$3,750.00
Electric power stations, including equipment	3,000.00
Other buildings necessary for operation of railway	4,013.85
 Total cost of lands and buildings owned	 \$10,763.85
Pavilion	3,013.78
 Total permanent investments	 \$112,957.79
 Cash and current assets:	
Cash	\$5,012.71
Sinking and other special funds	1,000.00
 Total cash and current assets	 6,012.71
 Total	 \$118,970.50
 <i>Liabilities.</i>	
Capital stock, common	\$50,000.00
Funded debt	50,000.00
Loans and bills payable	7,678.50
Interest accrued and not yet due	208.33
Profit and loss balance—surplus	11,083.67
 Total	 \$118,970.50
 CAPITAL STOCK.	
Number of shares issued and outstanding, common	500
Number of stockholders, common	130
Number of stockholders in New Hampshire, common	123
Amount of stock held in New Hampshire, common	\$49,200.00
 FUNDED DEBT.	
First mortgage, 30-year gold bonds:	
Rate of interest	5 per cent
Amount outstanding	\$50,000.00
Interest paid during year	2,500.00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	327,360
Number of car miles run	57,560
Average number of persons employed	6

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	5
Open passenger cars equipped for electric power	5
Total	10
Snowplows	1
Freight cars	1
Two generators.	

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated	7 $\frac{3}{4}$ miles
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Motive power, all electric.
This railway is located in Chester and Derry.

PROPER ADDRESS OF THE COMPANY.

CHESTER & DERRY RAILROAD ASSOCIATION,

DERRY, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Greenleaf K. Bartlett; vice-president, Charles Bartlett; treasurer, F. J. Shepard; auditor and clerk of corporation, A. H. Wilcomb; general counsel, G. K. Bartlett; general manager, F. J. Shepard; superintendent, Charles Bartlett.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Greenleaf K. Bartlett, Brookline, Mass.; F. J. Shepard, Derry, N. H.; Charles Bartlett, Derry, N. H.; A. H. Wilcomb, Chester, N. H.; Nathan W. Goldsmith, Chester, N. H.; George S. West, Chester, N. H.; William S. Pillsbury, Londonderry, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

G. K. BARTLETT,
President.

F. J. SHEPARD,
Treasurer.

CHARLES BARTLETT,
Superintendent.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. August 31, 1908. Then personally appeared the above named G. K. Bartlett, F. J. Shepard and Charles Bartlett and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH B. BARTLETT,
Justice of the Peace.

REPORT

OF THE

CLAREMONT RAILWAY & LIGHTING COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.					
Gross income from operation					\$30,608.04
Operating expenses					25,666.90
Net income from operation					\$4,941.14
Materials sold					44.50
Gross income above operating expenses					\$4,985.64
Charges upon income accrued during the year:					
Interest on funded debt					\$7,500.00
Interest and discount on un- funded debts and loans					366.28
Total charges and deductions from income					7,866.28
Deficit for year ending June 30, 1908					\$2,880.64
Total deficit June 30, 1908					\$4,356.19
EARNINGS FROM OPERATION.					
Receipts from passengers carried					\$18,345.93
Receipts from carriage of mails					250.00
Receipts from carriage of freight and express					11,755.92
Receipts from advertising in cars					28.87
Baggage receipts					227.32
Gross income from operation					\$30,608.04

EXPENSES OF OPERATION.			
General expenses:			
Salaries of general officers and clerks	.	.	\$3,123.85
General office expenses and supplies	.	.	286.77
Legal expenses	.	.	420.82
Insurance	.	.	139.39
Maintenance of roadway and buildings:			
Repairs of roadbed and track	.	.	3,330.91
Repairs of electric line construction	.	.	102.31
Removal of snow and ice	.	.	460.09
Maintenance of equipment:			
Repairs of cars and other vehicles	.	.	1,604.12
Repairs of electric equipment of cars	.	.	1,564.08
Transportation expenses:			
Cost of electric motive power	.	.	4,300.65
Wages and compensation of persons employed in conducting transportation	.	.	7,766.17
Damages for injuries to persons and property	.	.	240.10
Other transportation expenses:			
Incidental expenses	.	.	1,479.13
Park expenses	.	.	848.21
Total operating expenses	.	.	\$25,666.90

**PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**

Electric locomotive	.	.	7,890.35
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GENERAL BALANCE SHEET.

Assets.

Railway:

Roadbed and tracks*	.	182,256.49
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Electric line construction, includ- ing poles, wiring, feeder lines, etc.*	.	36,219.40
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Total cost of railway owned	.	218,475.89
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* See explanation, page 154.

Equipment:		
Cars and other rolling stock and vehicles*		\$42,873.26
Electric equipment of same*		24,328.34
Other items of equipment*		6,740.31
 Total cost of equipment owned		\$73,941.91
Land and buildings*		24,303.00
 Total permanent investments		\$316,720.80
 Cash and current assets:		
Cash		\$1,122.42
Bills and accounts receivable		1,371.39
Insurance paid in advance		177.86
 Total cash and current assets		2,671.67
Profit and loss balance—deficit		4,356.19
 Total		\$323,748.66
 <i>Liabilities.</i>		
Capital stock, common		\$160,000.00
Funded debt		150,000.00
 Current liabilities:		
Loans and bills payable		\$6,248.66
Matured interest coupons unpaid (including coupons due July 1)		7,500.00
 Total current liabilities		13,748.66
 Total		\$323,748.66
 CAPITAL STOCK.		
Capital stock authorized by law, common		\$160,000.00
Capital stock authorized by votes of company, common		160,000.00
Capital stock issued and outstanding, common		160,000.00
Number of shares issued and outstanding, common		1,600
Number of stockholders, common		81
Number of stockholders in New Hampshire, common		76
Amount of stock held in New Hampshire, common		\$69,200.00

* See explanation, page 154.

FUNDED DEBT.		
First mortgage, gold, coupon bonds:		
Rate of interest		5 per cent
Date of maturity		July 1, 1937
Amount outstanding		\$150,000.00
VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		375,822
Number of passengers carried per mile of rail-way track operated		70,510
Number of round trips run		9,046
Number of car miles run		94,653
Average number of persons employed		19
EQUIPMENT OWNED.		
Box passenger cars equipped for electric power .		3
Open passenger cars equipped for electric power		4
 Total passenger cars of all kinds		7
Number of all above cars with 4 wheels		2
Number of all above cars with 8 wheels		5
Number of electric cars equipped with fenders		7
Freight motor (box car) equipped with 4 motors		1
Electric locomotive, steel construction, equipped with 4 motors		1
Electric motors		32
DESCRIPTION OF RAILWAY.		
Passenger service:		
Length of railway line owned and operated	5.33	miles
Length of second track owned and operated	2.418	"
Length of sidings, switches, etc., owned and operated . . . . .	.66	"
 Total length, computed as single track	8.408	miles

Motive power, all electric.

System of electric motive power used by the company, overhead trolley, General Electric Company and Westinghouse Electric & Manufacturing Company motors.

This railway is located in Claremont.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine R. R., Pleasant street.....	2	1
With Boston & Maine R. R., Claremont Junction....	1	1
Totals	3	2

At all the above crossings frogs are inserted in the tracks.

GENERAL REMARKS AND EXPLANATIONS.

The company was reorganized in July, 1907, and its property reinventoried at that time.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	.....	1
Employees
Other persons..	2	.....	2
Totals	3	.....	3

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

Woman jumped off moving car. Sprained wrist.

Man attempted to board car and fell. Slight injuries.

Drunken man driving team on track at night, struck by car.
Horse killed. Man slightly injured.

PROPER ADDRESS OF THE COMPANY.

**CLAREMONT RAILWAY & LIGHTING COMPANY,
CLAREMONT, N. H.**

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William L. Mauran, Providence, R. I.; vice-president, Hira R. Beckwith, Claremont, N. H.; treasurer, Thos. E. Steere, Providence, R. I.; auditor, Oscar B. Rand, Claremont, N. H.; clerk of corporation, Louis N. Wheelock, Claremont, N. H.; general manager, Louis N. Wheelock, Claremont, N. H.; superintendent, Thomas A. Clark, Claremont, N. H.; assistant treasurer, Louis N. Wheelock, Claremont, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William L. Mauran, Providence, R. I.; Thomas E. Steere, Providence, R. I.; Hira R. Beckwith, Claremont, N. H.; Louis N. Wheelock, Claremont, N. H.; Oscar B. Rand, Claremont, N. H.; Frank H. Foster, Claremont, N. H.; John T. Emerson, Claremont, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WM. L. MAURAN,
President.

THOS. E. STEERE,
Treasurer.

L. N. WHEELOCK,
General Manager.

STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. September 2, 1908. Then personally appeared the above named Wm. L. Mauran, Thos. E. Steere and L. N. Wheelock and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDW. E. LEIGHTON,
Justice of the Peace.

REPORT
OF THE
BOSTON & MAINE RAILROAD

[Operating the Concord & Manchester Electric Branch of the
Concord & Montreal Railroad.]

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$152,862.59
Operating expenses	123,333.98
Net income from operation	\$29,528.61
Taxes	2,124.21
Surplus for year ending June 30, 1908, included in Boston & Maine Railroad account,	\$27,404.40
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$145,623.15
Receipts from advertising in cars	1,184.96
Miscellaneous	372.85
Miscellaneous earnings at Contoocook River Park,	5,681.63
Gross income from operation	\$152,862.59
EXPENSES OF OPERATION.	
General expenses:	
Legal expenses	\$127.28
Insurance	1,366.09
Miscellaneous	912.60

Maintenance of roadway and buildings:	
Repairs of roadbed and track	\$11,706.18
Repairs of electric line construction	1,527.45
Removal of snow and ice	533.33
Repairs of buildings	100.09
Maintenance of park	1,864.02

Maintenance of equipment:	
Repairs of cars and other vehicles	10,922.05
Repairs of electric equipment of cars	3,148.31
Other expense	1,117.56

Transportation expenses:	
Cost of electric motive power	38,941.64
Wages and compensation of persons employed in conducting transportation	34,375.99
Damages for injuries to persons and property	4,245.06
Cleaning and lubricating equipment	3,139.24
Advertising and amusements	6,778.87
Stationery and printing	1,551.89
Miscellaneous	976.33
 Total operating expenses	 \$123,333.98

**PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**

Additional land necessary for operation of railway	\$726.60
Miscellaneous expense, old account,	250.00
 Total additions to land and buildings	 \$976.60
Improvements at Contoocook River Park	362.55
 Total additions to property account	 \$1,339.15

GENERAL BALANCE SHEET.

(Includes Concord Street Railway purchased by Concord & Montreal Railroad.)

Assets.

Roadbed and tracks, electric line construction, interest, salaries, engineering, and other expenses	\$487,293.31
Cars and other rolling stock and vehicles, electric equipment of same, horses, etc.	326,051.75

Land necessary for operation of railway, electric power stations, including equipment, other buildings	\$113,358.01
Pleasure park, etc.	9,534.62
Total permanent investments	\$936,237.69
Bills and accounts receivable	694.59
Total	\$936,932.28

Liabilities.

(Stocks and bonds issued by Concord & Montreal Railroad.)	
Capital stock, common, Concord & Montreal Railroad, 2500 shares	\$250,000.00
Premium on Concord & Montreal Railroad stock sold	213,932.28
Funded debt, Concord & Montreal Railroad, 3½ per cent bonds, dated June 1, 1901, maturing June 1, 1920	473,000.00
Total	\$936,932.28

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	2,320,057
Number of passengers carried per mile of railway track operated	83,216
Number of round trips run	81,794
Number of car miles run	737,194
Average number of persons employed	93

EQUIPMENT OWNED.

Box passenger cars equipped for electric power, Open passenger cars equipped for electric power,	29 14
Total passenger cars of all kinds	43
Number of all above cars with four wheels	9
Number of all above cars with eight wheels	34
Number of electric cars equipped with fenders	43
Construction, repair, and other work cars	3
Snowplows	3

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	27.88 miles
Length of sidings, switches, etc., owned and operated	2.23 " "
Total length, computed as single track	30.11 miles

Motive power, all electric.

System of electric motive power used by the company, 500-volt direct current supplied partly by direct current generators and partly by rotary substations.

This railway is located in Concord, Pembroke, Allenstown, and Hooksett.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

[Management and operation of Concord & Manchester Electric Branch, directed by the Boston & Maine officers.]

President, Lucius Tuttle, Boston, Mass.; third vice-president and general manager, Frank Barr, Boston, Mass.; treasurer, Herbert E. Fisher, Boston, Mass.; fourth vice-president and general auditor, William J. Hobbs, Boston, Mass.; clerk of corporation, Earl A. Ryder, Boston, Mass.; superintendent, William F. Ray, Concord, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Brookline, Mass.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Henry F. Dimock, New York, N. Y.; William Whiting, Holyoke, Mass.; Alexander Cochrane, Boston, Mass.; Moses Williams, Brookline, Mass.; Samuel N. Aldrich, Marlborough, Mass.; Thomas P. Beal, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LUCIUS TUTTLE,
President.

HERBERT E. FISHER,
Treasurer.

WM. J. HOBBS,
Fourth Vice-President and General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 17, 1908. Then personally appeared the above named Lucius Tuttle, president, Herbert E. Fisher, treasurer, and William J. Hobbs, fourth vice-president and general auditor of the Boston & Maine Railroad, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

REPORT

OF THE

DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.

Gross income from operation	\$96,453.91
Operating expenses	70,552.52
<hr/>	
Net income from operation	\$25,901.39
 Charges upon income accrued during the year:	
Interest on funded debt	\$15,000.00
Interest and discount on un- funded debts and loans	100.00
Taxes	2,893.72
Sinking fund	6,006.70
<hr/>	
Total charges and deductions from income,	24,000.42
<hr/>	
Surplus for year ending June 30, 1908	\$1,900.97
Amount of surplus June 30, 1907	22,412.40
<hr/>	
Total surplus June 30, 1908	\$24,313.46

EARNINGS FROM OPERATION.

Receipts from passengers carried	\$94,419.34
Receipts from rentals of buildings and other property	514.16
Receipts from advertising in cars	300.00
Receipts from interest on deposits	974.60
Net income, Central Park, Somersworth	243.67
Miscellaneous	2.14
<hr/>	
Gross income from operation	\$96,453.91

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks		\$3,146.16
General office expenses and supplies		841.27
Legal expenses		257.68
Insurance		930.00
Advertising		1,326.54
Miscellaneous		935.29
Maintenance of roadway and buildings:		
Repairs of roadbed and track		7,954.49
Repairs of electric line construction		2,806.28
Removal of snow and ice		498.88
Repairs of buildings		356.58
Maintenance of equipment:		
Repairs of cars and other vehicles		3,807.54
Repairs of electric equipment of cars		2,464.31
Shop expenses		103.75
Transportation expenses:		
Provender		20,021.06
Cost of electric motive power		20,123.74
Wages and compensation of persons employed in conducting transportation		2,818.48
Rentals of buildings and other property		95.68
Car service, supplies, and expenses		1,363.44
Cleaning and sanding track		701.35
Total operating expenses		\$70,552.52

PROPERTY ACCOUNT: ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Additions:		
Railway and tracks		\$162.42
Electric line construction		20.34
Total additions to property account		\$182.76

GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Railway:		
Roadbed and tracks		\$223,678.53
Electric line construction, including poles, wiring, feeder lines, etc.		138,680.61
Salaries, engineering, and other expenses incident to construction		9,431.65
Total cost of railway owned		\$371,790.79

Equipment:	
Cars and other rolling stock and vehicles	\$55,812.41
Electric equipment of same	55,321.65
Total cost of equipment owned	\$111,134.06
Land and buildings:	
Land necessary for operation of railway, electric power stations, including equipment, other buildings necessary for operation of railway	227,538.88
Shop tools	187.02
Total permanent investments	\$710,650.75
Sinking and other special funds	27,234.77
Total	\$737,885.52
Liabilities.	
Capital stock, common	\$375,000.00
Funded debt	300,000.00
Loans and bills payable	11,337.29
Sinking fund reserve	27,234.77
Profit and loss balance—surplus	24,313.46
Total	\$737,885.52
CAPITAL STOCK.	
Capital stock authorized by law, common	\$375,000.00
Capital stock authorized by votes of company, common	375,000.00
Capital stock issued and outstanding, common	375,000.00
Number of shares issued and outstanding, common	3,750
Number of stockholders, common	6
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$100.00
FUNDED DEBT.	
First mortgage gold bonds:	
Rate of interest	5 per cent
Date of maturity	July 1, 1921
Amount outstanding	\$300,000.00
Interest paid during the year	29,775.00

SINKING FUNDS.		
Amount June 30, 1907, of sinking fund . . .		\$21,228.07
Additions during year to sinking fund . . .		6,006.70
Total special funds June 30, 1908 . . .		\$27,234.77
VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year .		1,933,205
Number of passengers carried per mile of rail-way track operated		113,680
Number of round trips run		10,865
Number of car miles run		369,400
Average number of persons employed		40
EQUIPMENT OWNED.		
Box passenger cars equipped for electric power .	21	
Open passenger cars equipped for electric power,	15	
Total passenger cars of all kinds	36	
Number of all above cars with four wheels .	16	
Number of all above cars with eight wheels .	20	
Number of electric cars equipped with fenders .	36	
Construction, repair, and other work cars .	2	
Snowplows	3	
Electric motors	68	
DESCRIPTION OF RAILWAY.		
Length of railway line owned and operated .		18.176 miles
Length of sidings, switches, etc., owned and operated . . . . .		.819 "
Total length, computed as single track . .		18.995 miles

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Dover, Somersworth, Rochester, and Gonic.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, W. N. & P. Div., Main street, Rochester.....	1	1
With Boston & Maine Railroad, Northern Div., Railroad avenue, Rochester.....	2	1
With Boston & Maine Railroad, Eastern Div., Central avenue, Dover.....	1	1
With Boston & Maine Railroad, Eastern Div., Washington street, Dover.....	1	1
With Boston & Maine Railroad, Western Div., Central avenue, Dover....	3	1
Total number of tracks at crossings.....	8	5

Number of above crossings at which frogs are inserted in the tracks, 5.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers			3		3	
Employees			1		1	
Other persons.....						
Total.....			4		4	

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 17, 1907. Collision between two cars. Motorman slightly injured.

July 31, 1907. Passenger jumped from moving car. Badly injured.

November 29, 1907. Passenger jumped from moving car. Injury slight.

May 30, 1908. Passenger jumped from moving car. Severely injured.

We hereby certify that the statements contained in the foregoing report are full, just and true.

D. A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. August 27, 1908. Then personally appeared the above named David A. Belden, Samuel P. Russell, Franklin Woodman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD S. ELLS,
Justice of the Peace.

REPORT

OF THE

HUDSON, PELHAM & SALEM ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$100,109.45
Operating expenses	91,051.11
<hr/>	<hr/>
Net income from operation	\$9,058.34
Charges upon income accrued during the year:	
Interest on funded debt	\$10,000.00
Interest and discount on unfund- ed debts and loans	438.22
Taxes	4.12
<hr/>	<hr/>
Total charges and deductions from income	10,442.34
<hr/>	<hr/>
Deficit for year ending June 30, 1908	\$1,384.00
Amount of deficit June 30, 1907	132,030.48
<hr/>	<hr/>
Total	\$133,414.48
<hr/>	<hr/>
Deficit H. P. & S. Electric Railway written off	\$136,449.66
Accrued earnings of Receivers David A. Belden and Robert Doe wr- itten off	7,229.09
<hr/>	<hr/>
Net addition for the year	129,220.57
<hr/>	<hr/>
Total deficit June 30, 1908	\$4,193.91
<hr/>	<hr/>

EARNINGS FROM OPERATION.			
Receipts from passengers carried		\$99,075.96	
Receipts from carriage of mails		450.84	
Receipts from tolls for use of tracks by other companies		3.07	
Receipts from rentals, equipment		97.00	
Receipts from advertising in cars		252.00	
Receipts from interest on deposits		80.58	
Lighting		150.00	
Gross income from operation		\$100,109.45	
EXPENSES OF OPERATION.			
General expenses:			
Salaries of general officers and clerks		\$4,310.57	
General office expenses and supplies		1,141.02	
Legal expenses		1,365.44	
Insurance		1,105.79	
Advertising		2,362.19	
Miscellaneous		1,132.21	
Maintenance of roadway and buildings:			
Repairs of roadbed and track		8,647.28	
Repairs of electric line construction		1,879.15	
Removal of snow and ice		221.16	
Repairs of buildings		388.30	
Maintenance of equipment:			
Repairs of cars and other vehicles		5,982.60	
Repairs of electric equipment of cars		5,625.69	
Shop expenses		407.40	
Transportation expenses:			
Cost of electric motive power		22,855.83	
Wages and compensation of persons employed in conducting transportation		23,995.43	
Damages for injuries to persons and property		2,926.10	
Tolls for trackage rights over other railways,		3,029.96	
Rentals of buildings and other property		129.84	
Car service supplies and expenses		2,283.14	
Cleaning and sanding track		1,262.01	
Total operating expenses		\$91,051.11	

PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS
DURING THE YEAR.

Additions:

Electrical equipment of same	\$408.45	
Five dump cars	625.00	
Air brakes	1,015.00	
		<hr/>
Total additions to equipment	\$2,048.45	
Other new buildings necessary for operation of railway	1,355.48	
Shop tools	178.00	
		<hr/>
Total additions to property account	\$3,581.93	

Deductions:

Property carried on the books of the Hudson, Pelham & Salem Electric Railway at	\$851,752.49	
Purchased by the Hudson, Pel- ham & Salem Street Railway,	409,408.71	
		<hr/>
Total deductions from property account	442,343.78	
Net deduction from property account for the year	\$438,761.85	
		<hr/>

GENERAL BALANCE SHEET.

Assets.

Railway:		
Roadbed and tracks	\$166,698.00	
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	46,528.00	
		<hr/>
Total cost of railway owned	\$213,226.00	

Equipment:

Cars and other rolling stock and vehicles	\$44,640.00	
Electric equipment of same	28,408.45	
		<hr/>
Total cost of equipment owned	73,048.45	

Land and buildings:

Electric power stations, includ- ing equipment	\$68,000.00	
Other buildings necessary for op- eration of railway	52,538.19	
		<hr/>
Total cost of land and buildings owned	120,538.19	

Shop tools	\$6,178.00
Total permanent investments	\$412,990.64
Bills and accounts receivable	1,924.16
Profit and loss balance—deficit	4,193.91
Total	\$419,108.71
<i>Liabilities.</i>	
Capital stock, common	\$200,000.00
Funded debt	200,000.00
Current liabilities:	
Loans and bills payable	\$9,108.71
Matured interest coupons unpaid (including coupons due July 1)	10,000.00
Total current liabilities	19,108.71
Total	\$419,108.71
CAPITAL STOCK.	
Capital stock authorized by law, common	\$200,000.00
Capital stock authorized by votes of company, common	200,000.00
Capital stock issued and outstanding, common	200,000.00
Number of shares issued and outstanding, com- mon	2,000
Number of stockholders, common	6
Number of stockholders in New Hampshire, com- mon	1
Amount of stock held in New Hampshire, com- mon	\$100.00
FUNDED DEBT.	
First mortgage, gold bonds:	
Rate of interest	5 per cent
Date of maturity	July 1, 1927
Amount outstanding	\$200,000.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	2,026,671
Number of passengers carried per mile of rail- way track operated	68,633
Number of round trips run	8,890

Number of car miles run	525,000
Average number of persons employed	57
The company commenced operation July 19, 1908.	

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power .	8
Open passenger cars equipped for electric power,	15
Total passenger cars of all kinds	23
Number of all above cars with eight wheels .	23
Number of electric cars equipped with fenders .	23
Snowplows	4
Electric motors	56

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	26.912 miles
Length of second track owned and operated	1.427 "
Length of railway line, trackage over other rail- ways	1.190 "
Length of sidings, switches, etc., owned and op- erated	1.075 "
Total length, computed as single track	30.604 miles

Motive power, all electric.

System of electric motive power used by the company, West-
inghouse and General Electric.

This railway is located in Hudson, Pelham and Salem.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, Western Div., Main street, Salem.....	2	1

Number of above crossings at which frogs are inserted in the tracks, 1.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	6	.....	1	.....	.....	7
Employees.....	1	.....	.....	.....	.....	1
Other persons.....	.....	.....	3	.....	.....	3
Totals.....	7	.....	4	.....	.....	11

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 11, 1907. Woman jumped from moving car. Injury slight.

July 31, 1907. Car derailed at switch. Two passengers badly injured.

September 15, 1907. Trolley pole broke, portion falling on conductor's head. Injury not serious.

January 17, 1908. Collision with wagon. Driver injured.

April 7, 1908. Car derailed at switch. Four passengers injured.

May 5, 1908. Small boy struck by car. Injury severe.

May 15, 1908. Woman struck by car. Ankle broken.

PROPER ADDRESS OF THE COMPANY.

HUDSON, PELHAM & SALEM STREET RAILWAY COMPANY,

PORTSMOUTH, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, Haverhill, Mass.; vice-president, S. W. Emery, Boston, Mass.; treasurer and auditor, Samuel P. Russell, Haverhill, Mass.; assistant treasurer and clerk of corporation, J. S. Whitaker, Portsmouth, N. H.; general counsel, S. W. Emery, Boston, Mass.; general manager, Franklin Woodman, Haverhill, Mass.; superintendent, C. P. Hayden, Salem, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass.; Franklin Woodman, Haverhill, Mass.; Samuel W. Emery, Boston, Mass.; Charles F. Ayer, Lowell, Mass.; John S. Whitaker, Portsmouth, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

D. A. BELDEN,

President.

SAMUEL P. RUSSELL,

Treasurer.

FRANKLIN WOODMAN,

General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss., August 27, 1908. Then personally appeared the above named David A. Belden, Samuel P. Russell, Franklin Woodman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD S. ELLS,

Justice of the Peace.

REPORT
OF THE
KEENE ELECTRIC RAILWAY COMPANY
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$26,694.46
Operating expenses	22,476.57
<hr/>	
Net income from operation	\$4,217.89
 Charges upon income accrued during the year:	
Interest on funded debt	\$1,000.00
Interest and discount on un- funded debts and loans	3,069.55
Taxes	18.56
 Other deductions from income:	
Maintenance park	1,571.67
 Total charges and deductions from income	8,659.78
 Deficit for year ending June 30, 1908	\$4,441.89
Amount of deficit June 30, 1907	6,938.07
Account, legal service	225.00
 Total deficit June 30, 1908	\$11,604.96
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EARNINGS FROM OPERATION.	
 Receipts from passengers carried	\$26,235.85
Receipts from carriage of mails	258.60
Receipts from advertising in cars	200.01
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Gross income from operation	\$26,694.46

EXPENSES OF OPERATION.

General expenses:		
Salaries of general officers and clerks . . .		\$2,600.00
General office expenses and supplies . . .		742.73
Legal expenses		166.50
Insurance		639.92
 Maintenance of roadway and buildings:		
Repairs of roadbed and track		1,656.47
Repairs of electric line construction		51.26
Removal of snow and ice		131.67
Repairs of buildings		172.08
 Maintenance of equipment:		
Repairs of cars and other vehicles		372.35
Repairs of electric equipment of cars		1,276.77
 Transportation expenses:		
Cost of electric motive power		7,658.36
Wages and compensation of persons employed in conducting transportation		6,990.54
Damages for injuries to persons and property . .		17.92
 Total operating expenses		\$22,476.57

PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS
DURING THE YEAR.

Extension of railway and tracks	\$30.67
Electric equipment of same	41.04
Additional equipment of power stations . . .	12.80
 Total additions to property account	\$84.51

GENERAL BALANCE SHEET.

Assets.

Railway:		
Roadbed and tracks	\$96,081.28	
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	19,206.09	
Salaries, engineering, and other expenses incident to construc- tion	15,539.05	
 Total cost of railway		\$130,826.42

Equipment:	
Cars and other rolling stock and vehicles, electric equipment of same	\$31,655.82
Land and buildings:	
Land necessary for operation of railway, elec- tric power stations, including equipment	58,644.58
Other permanent property:	
Swanzey extension	65,030.00
Total permanent investments	\$286,156.82
Cash	
Cash	103.43
Materials and supplies	2,975.73
Profit and loss balance—deficit	11,604.96
Total	\$300,840.94
Liabilities.	
Capital stock, common	\$145,000.00
Funded debt	80,000.00
Current liabilities:	
Loans and bills payable	\$62,556.34
Matured interest coupons unpaid (including coupons due July 1),	6,000.00
Total current liabilities	68,556.34
Interest accrued and not yet due	7,284.60
Total	\$300,840.94
CAPITAL STOCK.	
Capital stock authorized by law, common	\$220,000.00
Capital stock authorized by votes of company, common	145,000.00
Capital stock issued and outstanding, common	145,000.00
Number of shares issued and outstanding, com- mon	1,450
Number of stockholders, common	11
Number of stockholders in New Hampshire, com- mon	5
Amount of stock held in New Hampshire, com- mon	\$500.00

FUNDDED DEBT.					
First mortgage, 20-year gold bonds:					
Rate of interest	.	.	.	.	.
Date of maturity	.	.	.	.	.
Amount outstanding	.	.	.	.	.
				5 per cent	
				Oct. 1, 1920	
				\$80,000.00	
VOLUME OF TRAFFIC, ETC.					
Number of passengers carried during the year	.	.	.	504,889	
Number of round trips run	.	.	.	10,711.5	
Number of car miles run	.	.	.	134,982.8	
Average number of persons employed	.	.	.	17	
EQUIPMENT OWNED.					
Box passenger cars equipped for electric power	.	.	.	4	
Open passenger cars equipped for electric power,	.	.	.	5	
Total passenger cars of all kinds	.	.	.	9	
Number of all above cars with four wheels	.	.	.	9	
Number of electric cars equipped with fenders	.	.	.	9	
Construction, repair, and other work cars	.	.	.	2	
Snowplows	.	.	.	2	
Electric motors	.	.	.	20	
DESCRIPTION OF RAILWAY.					
Length of railway line owned and operated	.	.	.	8.344	miles
Length of sidings, switches, etc., owned and operated	.	.	.	.240	"
Total length, computed as single track	.	.	.	8.584	miles

Motive power, all electric.

System of electric motive power used by the company, General Electric Company.

This railway is located in the city of Keene, and towns of Marlborough and Swanzey.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad at Keene.....	4	1
" " " " South Keene.....	3	1
Total number of tracks at crossings.....	7	2

Number of above crossings at which frogs are inserted in the tracks, 2.

PROPER ADDRESS OF THE COMPANY.

THE KEENE ELECTRIC RAILWAY COMPANY,
KEENE, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Thomas T. Robinson, 178 Devonshire St., Boston, Mass.; treasurer, George E. Whiting, 178 Devonshire St., Boston, Mass.; auditor, George A. Litchfield, Keene, N. H.; clerk of corporation, Frank H. Whitcomb, Keene, N. H.; general counsel, Charles H. Hersey, Keene, N. H.; general manager, Thomas T. Robinson, 178 Devonshire St., Boston, Mass.; superintendent, John H. Jennings, Keene, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Thomas T. Robinson, Dedham, Mass.; T. Russell Robinson, Dedham, Mass.; George E. Whiting, Hyde Park, Mass.; Charles E. Stanwood, Needham, Mass.; John H. Jennings, Keene, N. H.; George A. Litchfield, Keene, N. H.; Charles O. Whitney, Marlborough, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

THOS. T. ROBINSON,
President.

GEO. E. WHITING,
Treasurer.

JOHN H. JENNINGS,
General Manager.

STATE OF NEW HAMPSHIRE.

CHESHIRE, ss. August 24, 1908. Then personally appeared the above named Thomas T. Robinson and John H. Jennings and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. HERSEY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 28, 1908. Then personally appeared the above named George E. Whiting and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

CHARLES E. STANWOOD,
Justice of the Peace.

REPORT

OF THE

LACONIA STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$33,722.29
Operating expenses	29,221.44
Net income from operation	\$4,500.85
Charges upon income accrued during the year:	
Interest on funded debt	\$7,641.67
Interest and discount on un- funded debts and loans	797.63
Taxes	703.17
Total charges and deductions from income	9,142.47
Deficit for year ending June 30, 1908	\$4,641.62
Deficit for the year ending June 30, 1907	9,893.04
Total deficit June 30, 1908	\$14,534.66
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$32,795.29
Receipts from rentals of buildings and other property	737.00
Receipts from advertising in cars	190.00
Gross income from operation	\$33,722.29

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks . . .		\$1,575.74
General office expenses and supplies . . .		1,064.33
Insurance		944.91
Amusements		277.50
Maintenance of roadway and buildings:		
Repairs of roadbed and track		5,436.45
Repairs of electric line construction		286.11
Removal of snow and ice		281.71
Repairs of buildings		377.94
Maintenance of equipment:		
Repairs of cars and other vehicles		2,024.69
Repairs of electric equipment of cars		2,420.83
Transportation expenses:		
Cost of electric motive power		6,666.72
Wages and compensation of persons employed in conducting transportation		6,940.77
Damages for injuries to persons and property,		40.00
Miscellaneous		883.74
Total operating expenses		\$29,221.44
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Additional land necessary for operation of rail- way		
		\$150.00
Additions to other permanent property:		
Air brake equipment		\$659.28
Office fixtures (Leominster, Mass.)		599.58
Total additions to other permanent property,		1,258.86
Total additions to property account		\$1,408.86
Deductions:		
Sundry equipment		\$91.50
Horse and wagon		148.40
Total deductions from property account		239.90
Net addition to property account for the year		\$1,168.96

GENERAL BALANCE SHEET.

Assets.

Railway:

Roadbed and tracks	\$113,139.92
Electric line construction, including poles, wiring, feeder lines, etc.	24,200.00
Salaries, engineering, and other expenses incident to construction	3,200.00
Total cost of railway owned	\$140,539.92

Equipment:

Cars and other rolling stock and vehicles	\$29,828.28
Electric equipment of same	20,439.09
Other items of equipment	5,208.08
Total cost of equipment owned	55,475.45

Land and buildings:

Land necessary for operation of railway	\$1,200.00
Electric power stations, including equipment	56,000.00
Other buildings necessary for operation of railway	11,127.92
Total cost of lands and buildings owned	68,327.92
Tenements	10,600.00

Total permanent investments	\$274,943.29
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Cash and current assets:

Cash	\$1,131.74
Bills and accounts receivable	2,771.77
Prepaid insurance	142.10
Supplies on hand	900.00
Total cash and current assets	4,945.61
Profit and loss—deficit	14,534.66

Total	\$294,423.56
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Liabilities.

Capital stock, common	\$100,000.00
Capital stock, preferred	40,000.00
Funded debt	131,000.00
Loans and bills payable	21,783.39

Miscellaneous accrued liabilities:		
Interest on bonds	\$1,091.67	
Interest on notes	548.50	
Total accrued liabilities	\$1,640.17	
Total	\$294,423.56	
 CAPITAL STOCK.		
Capital stock authorized by law, common	\$100,000.00	
Capital stock authorized by law, preferred	40,000.00	
Total capital stock authorized by law	\$140,000.00	
 Capital stock authorized by votes of company, common	\$100,000.00	
Capital stock authorized by votes of company, preferred	40,000.00	
Total capital stock authorized by vote	\$140,000.00	
 Capital stock issued and outstanding, common	\$100,000.00	
Capital stock issued and outstanding, preferred	40,000.00	
Total capital stock outstanding	\$140,000.00	
 Number of shares issued and outstanding, com- mon	2,000	
Number of shares issued and outstanding, pre- ferred	400	
Total number of shares outstanding	2,400	
 Number of stockholders, common	34	
Number of stockholders, preferred	3	
Total number of stockholders	37	
 Number of stockholders in New Hampshire, com- mon	24	
Number of stockholders in New Hampshire, pre- ferred	1	
Total stockholders in New Hampshire	25	

Amount of stock held in New Hampshire, common	\$12,250.00
Amount of stock held in New Hampshire, preferred	100.00
Total stock held in New Hampshire	\$12,350.00
 FUNDDED DEBT.	
First mortgage bonds:	
Rate of interest	5 per cent
Date of maturity	May 1, 1919
Amount outstanding	\$91,000.00
Second mortgage bonds:	
Rate of interest	5 per cent
Date of maturity	May 1, 1919
Amount outstanding	\$40,000.00
 VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	675,873
Number of passengers carried per mile of railway track operated	80,822
Number of car miles run	157,480
Average number of persons employed	18
 EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	5
Open passenger cars equipped for electric power,	6
 Total passenger cars of all kinds	11
Number of all above cars with 4 wheels	4
Number of all above cars with 8 wheels	7
Number of electric cars equipped with fenders	11
Construction, repair, and other work cars	1
Snowplows	1
Other rolling stock	1
Barges and omnibuses	1
Electric motors	22
 DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	8.36 miles
Length of sidings, switches, etc., owned and operated . . . . .	.51 "
 Total length, computed as single track	 8.87 miles

Motive power, all electric.

System of electric motive power used by the company, trolley. This railway is located in Laconia, N. H.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, Western Division.....	1	1

PROPER ADDRESS OF THE COMPANY.

LACONIA STREET RAILWAY COMPANY,
LEOMINSTER, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Harry L. Pierce, Leominster, Mass.; treasurer, Edmund P. Hadley, Leominster, Mass.; clerk of corporation, George P. Munsey, Laconia, N. H.; superintendent, Louis S. Pierce, Laconia, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Harry L. Pierce, Leominster, Mass.; Edmund P. Hadley, Leominster, Mass.; Louis S. Pierce, Laconia, N. H.; Edmund Little, Laconia, N. H.; Samuel B. Smith, Laconia, N. H.

We hereby certify that the statements contained in the foregoing report are full, just and true.

HARRY L. PIERCE,
President.

EDMUND P. HADLEY,
Treasurer.

LOUIS S. PIERCE,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. September 28, 1908. Then personally appeared the above named Harry L. Pierce and Edmund P. Hadley and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY S. DOW,
Notary Public.

STATE OF NEW HAMPSHIRE.

BELKNAP, ss. October 2, 1908. Then personally appeared the above named Louis S. Pierce and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

EDMUND LITTLE,
Justice of the Peace.

REPORT

OF THE

MANCHESTER STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$340,469.17
Operating expenses	262,266.09
Net income from operating	\$78,203.08
Charges upon income accrued during the year:	
Interest and discount on un- funded debts and loans	\$11,837.82
Taxes	7,400.00
Total charges and deductions from income	19,237.82
Net divisible income	\$58,965.26
Dividends declared, 6 per cent on common stock	56,670.00
Surplus for year ending June 30, 1908	\$2,295.26
Amount of surplus June 30, 1907	23,577.76
Total surplus June 30, 1908	\$25,873.02
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$338,373.17
Receipts from carriage of mails	250.00
Receipts from advertising in cars	1,846.00
Gross income from operation	\$340,469.17

EXPENSES OF OPERATION.				
General expenses:				
Salaries of general officers and clerks	·	·	·	\$8,728.24
General office expenses and supplies	·	·	·	6,560.09
Insurance: accident, \$23,840.87; fire, 2,455.54	·	·	·	26,296.41
Printing and stationery	·	·	·	385.41
Advertising and attractions	·	·	·	7,964.25
Maintenance of roadway and buildings:				
Repairs of roadbed and track	·	·	·	15,874.79
Repairs of electric line construction	·	·	·	6,099.18
Removal of snow and ice	·	·	·	1,635.68
Repairs of buildings	·	·	·	753.92
Cleaning and sanding tracks	·	·	·	2,912.53
Maintenance of equipment:				
Repairs of cars and other vehicles	·	·	·	9,446.52
Repairs of electric equipment of cars	·	·	·	8,810.85
Hired equipment	·	·	·	2,236.02
Miscellaneous shop expense	·	·	·	215.07
Transportation expenses:				
Stable expense	·	·	·	1,058.68
Cost of electric motive power	·	·	·	75,256.26
Wages and compensation of persons employed in conducting transportation	·	·	·	66,272.62
Damages for injuries to property	·	·	·	429.28
Superintendent of transportation	·	·	·	2,290.81
Rentals of buildings and other property	·	·	·	8,461.00
Car service supplies and expenses	·	·	·	5,259.34
Wages car house and other car service em- ployees	·	·	·	5,319.14
Total operating expenses	·	·	·	\$262,266.09
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.				
Extension of railway and tracks	·	·	·	\$30,218.90
New electric line construction	·	·	·	2,944.54
Total additions to railway	·	·	·	\$33,163.44
Additional cars	·	·	·	\$527.73
Electrical equipment of same	·	·	·	2,635.87
Total additions to equipment	·	·	·	3,163.60
Additional land necessary for operation of rail- way	·	·	·	22,117.08
Total additions to property account	·	·	·	\$58,444.12

GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$637,618.33	
Electric line construction, including poles, wiring, feeder lines, etc.	116,468.17	
Total cost of railway owned		\$754,086.50
Equipment:		
Cars and other rolling stock and vehicles	\$238,062.49	
Electric equipment of same	100,288.33	
Horses	350.00	
Total cost of equipment owned		338,700.82
Land and buildings:		
Land and buildings necessary for operation of railway		132,490.85
Other permanent property:		
Massabesic park		18,315.31
Total permanent investments		\$1,243,593.48
Cash and current assets:		
Cash	\$6,768.37	
Bills and accounts receivable	5,123.62	
Total cash and current assets		11,891.99
Total		\$1,255,485.47
<i>Liabilities.</i>		
Capital stock, common		\$944,500.00
Loans and bills payable		274,032.10
Accrued liabilities:		
Interest accrued and not yet due,	\$873.01	
Taxes accrued and not yet due	10,207.34	
Total accrued liabilities		11,080.35
Profit and loss balance—surplus		25,873.02
Total		\$1,255,485.47

CAPITAL STOCK.	
Capital stock authorized by law, common	\$1,219,500.00
Capital stock authorized by votes of company, common	1,219,500.00
Capital stock issued and outstanding, common	944,500.00
Number of shares issued and outstanding, common	9,445
Number of stockholders, common	1
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$944,500.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	8,379,313
Number of passengers carried per mile of railway track operated	220,051
Number of round trips run	168,192.5
Number of car miles run	1,244,807.6
Average number of persons employed	180
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	34
Open passenger cars equipped for electric power,	54
Total passenger cars of all kinds	88
Number of all above cars with 4 wheels	44
Number of all above cars with 8 wheels	44
Number of electric cars equipped with fenders	88
Construction, repair, and other work cars	3
Snowplows	7
Snowsweepers	1
Horses	3
Harnesses, double, 2; single, 1	3
Other items of equipment:	
Tower wagon, 1; sleigh, 1; emergency wagons, 2; buggy, 1	5
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	28.659 miles
Length of second track owned and operated	9.420 "

Length of sidings, switches, etc., owned and operated	3.289 miles
Total length, computed as single track	41.368 miles

Motive power, all electric.

System of electric motive power used by the company, overhead trolley.

This railway is located in Manchester and Goffstown.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	
With Boston & Maine, Granite Street.....		2
" " Print Works.....	1	2
" " Turner "		1
" " So. Elm "	1	2
" " Wilson "	4	1
" " So. Main "	2	1
" " Main Street (Goffstown).....	2	1
Total number of tracks at crossings	18	10

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		2		3		5
Employees.....				1		1
Other persons.....	3					3
Totals.....		5		4		9

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

September 12, 1907. Woman fell in car going around curve.
September 14, 1907. Man fell off car at curve. Hip broken.
November 12, 1907. Man on work car slightly injured in passing passenger car.
November 18, 1907. Boy in playing ran into car; severely bruised.
May 16, 1908. Woman stepped from car before it stopped; slightly injured.
April 23, 1908. Man fell in attempting to board moving car; slightly injured.
May 30, 1908. Man claimed to be injured in rear end collision of cars.
June 14, 1908. Man jumped off car while in motion and fell.
June 19, 1908. Man walked into side of car at street crossing.

PROPER ADDRESS OF THE COMPANY.

MANCHESTER STREET RAILWAY,

MANCHESTER, N. H.

Treasurer's office, 53 State St., Boston, Mass.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, S. Reed Anthony, Boston, Mass.; treasurer, William A. Tucker, Boston, Mass.; clerk of corporation, Edwin F. Jones, Manchester, N. H.; general manager, J. Brodie Smith, Manchester, N. H.; superintendent, William J. Goldthwait, Jr., Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

S. Reed Anthony, Boston, Mass.; William A. Tucker, Boston, Mass.; Walter M. Parker, Manchester, N. H.; J. Brodie Smith, Manchester, N. H.; Edwin F. Jones, Manchester, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

S. REED ANTHONY,
President.

WM. A. TUCKER,
Treasurer.

J. BRODIE SMITH,
General Manager.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Manchester, September 11, 1908. Then personally appeared the above named J. Brodie Smith and made oath that the foregoing certificate by him subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK W. SHONTELL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK COUNTY, ss. September 18, 1908. Then personally appeared before me the above named S. Reed Anthony, president, and William A. Tucker, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.

REPORT
OF THE
MANCHESTER & DERRY STREET
RAILWAY

FOR THE PERIOD ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$16,480.50
Operating expenses	13,608.66
<hr/>	
Net income from operation	\$2,871.84
 Charges upon income accrued during the year:	
Interest on funded debt	\$3,076.39
Interest and discount on un- funded debts and loans	21.96
Taxes	<u>350.00</u>
<hr/>	
Total charges and deductions from income .	3,448.35
<hr/>	
Total deficit June 30, 1908	\$576.51
 EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$16,405.50
Receipts from advertising in cars	75.00
<hr/>	
Gross income from operation	\$16,480.50
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EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$933.38
General office expenses and supplies	371.95
Legal expenses: fire, \$319.42; accident, \$656.22 .	975.64
Printing and stationery	38.51

Maintenance of roadway and buildings:		
Repairs of roadbed and track	\$248.38	
Repairs of electric line construction	237.65	
Removal of snow and ice	80.73	
Repairs of buildings	15.95	
Cleaning and sanding tracks	309.30	
Maintenance of equipment:		
Repairs of cars and other vehicles	567.64	
Repairs of electric equipment of cars	464.56	
Hired equipment	93.20	
Transportation expenses:		
Cost of electric motive power	6,658.50	
Wages and compensation of persons employed in conducting transportation	2,225.68	
Car service expenses	51.78	
Wages car house and other car service employees	335.81	
Total operating expenses	\$13,608.66	

GENERAL BALANCE SHEET.

Assets.

Railway:		
Roadbed and tracks	\$186,428.21	
Electric line construction, including poles, wiring, feeder lines, etc.	35,457.61	
Salaries, engineering, and other expenses incident to construction	9,681.93	
Total cost of railway owned	\$231,567.75	
Equipment:		
Cars and other rolling stock and vehicles	\$22,250.40	
Electric equipment of same	15,964.45	
Other items of equipment	9,176.53	
Total cost of equipment owned	47,391.38	
Land and buildings:		
Land and buildings necessary for operation of railway	\$7,500.00	
Electric power stations, including equipment	17,432.19	
Total cost of lands and buildings owned	24,932.19	
Total permanent investments	\$303,891.32	

Bills and accounts receivable	\$387.86
Profit and loss balance—deficit	576.51
Total	\$304,855.69
<i>Liabilities.</i>	
Capital stock, common	\$125,000.00
Funded debt	125,000.00
Loans and bills payable	53,962.90
Accrued liabilities:	
Interest accrued and not yet due,	\$542.79
Taxes accrued and not yet due	350.00
Total accrued liabilities	892.79
Total	\$304,855.69
CAPITAL STOCK.	
Capital stock authorized by law, common	\$125,000.00
Capital stock authorized by votes of company, common	125,000.00
Capital stock issued and outstanding, common	125,000.00
Number of shares issued and outstanding, common	1,250
Number of stockholders, common	1
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$125,000.00
FUNDED DEBT.	
First mortgage, 20-year gold bonds:	
Rate of interest	5 per cent
Date of maturity	Dec. 1, 1927
Amount outstanding	\$125,000.00
Interest paid during year	\$3,076.39
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	331,367
Number of passengers carried per mile of rail-way track operated	39,661
Number of round trips run	4,068.5
Number of car miles run	71,431.9
Average number of persons employed	8

This company commenced operation December 7, 1907.

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power .	6
Number of all above cars with 8 wheels .	6
Number of electric cars equipped with fenders .	6
Construction, repair, and other work cars .	1
Snowplows .	1
Electric motors .	26

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated .	8.030 miles
Length of sidings, switches, etc., owned and operated .	.325 "
Total length, computed as single track .	8.355 miles

Motive power, all electric.

System of electric motive power used by the company, overhead trolley.

This railway is located in Manchester, Londonderry and Derry.

PROPER ADDRESS OF THE COMPANY.

MANCHESTER & DERRY STREET RAILWAY,

MANCHESTER, N. H.

Treasurer's office, 53 State St., Boston, Mass.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Harold L. Buffinton, Lynn, Mass.; treasurer, Hugh J. Pritchard, Boston, Mass.; clerk of corporation, Albert O. Brown, Manchester, N. H.; general manager, J. Brodie Smith, Manchester, N. H.; superintendent, W. J. Goldthwait, Jr., Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Harold L. Buffinton, Lynn, Mass.; Hugh J. Pritchard, Boston, Mass.; Joseph H. Wilder, Braintree, Mass.; Roswell Annis, Manchester, N. H.; George W. Clyde, Nashua, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HAROLD L. BUFFINTON,
President.

HUGH J. PRITCHARD,
Treasurer.

J. BRODIE SMITH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK COUNTY, ss. Boston, September 10, 1908. Then personally appeared the above named Harold L. Buffinton and Hugh J. Pritchard and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Manchester, September 11, 1908. Then personally appeared the above named J. Brodie Smith, general manager, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FREDERICK W. SHONTELL,
Justice of the Peace.

REPORT

OF THE

MANCHESTER & NASHUA STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$40,123.03
Operating expenses	26,364.28
Net income from operation	<u>\$13,758.75</u>
Charges upon income accrued during the year:	
Interest on funded debt	\$10,000.00
Interest and discount on un- funded debts and loans	1,021.00
Taxes	<u>900.00</u>
Total charges and deductions from income	<u>11,921.00</u>
Surplus for year ending June 30, 1908	\$1,837.75
Amount of deficit June 30, 1907	<u>851.49</u>
Total surplus June 30, 1908	<u>\$986.26</u>
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$37,624.98
Receipts from tolls for use of cars by other com- panies	2,283.05
Receipts from advertising in cars	215.00
Gross income from operation	<u>\$40,123.03</u>

EXPENSES OF OPERATION.			
General expenses:			
Salaries of general officers and clerks		\$1,808.38	
General office expenses and supplies		739.37	
Legal expenses		50.00	
Insurance: Fire, \$320.04; accident, \$1,504.99		1,825.03	
Printing and stationery		17.91	
Advertising and attractions		1.50	
Maintenance of roadway and buildings:			
Repairs of roadbed and track		1,571.23	
Repairs of electric line construction		645.59	
Removal of snow and ice		99.60	
Cleaning and sanding tracks		275.38	
Maintenance of equipment:			
Repairs of cars and other vehicles		1,027.01	
Repairs of electric equipment of cars		957.56	
Transportation expenses:			
Cost of electric motive power		12,242.36	
Wages and compensation of persons employed in conducting transportation		4,451.05	
Car service supplies and expenses		159.56	
Wages car house and other car service employees		492.75	
Total operating expenses		\$26,364.28	

PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.			
Extension of railway and tracks		\$22,552.98	
New electric line construction		683.11	
Additional cars		266.18	
Electrical equipment of same		396.97	
Total additions to property account		\$23,899.24	

GENERAL BALANCE SHEET.			
Assets.			
Railway:			
Roadbed and tracks		\$295,497.21	
Electric line construction, including poles, wiring, feeder lines, etc.		55,879.10	
Interest accrued during construction of railway		8,300.17	

Salaries, engineering, and other expenses incident to construction	\$7,551.00	
Total cost of railway owned		\$367,227.48
Equipment:		
Cars and other rolling stock and vehicles	\$20,292.83	
Electric equipment of same	16,476.46	
Other items of equipment	9,952.23	
Total cost of equipment owned		46,721.52
Land and buildings:		
Land necessary for operation of railway	\$4,501.83	
Electric power stations, including equipment	15,888.00	
Total cost of lands and buildings owned		20,389.83
Total permanent investments		\$434,338.83
Cash and current assets:		
Cash	\$257.87	
Bills and accounts receivable	931.98	
Total cash and current assets		\$1,189.85
Total		\$435,528.68
Liabilities.		
Capital stock, common		\$200,000.00
Funded debt		200,000.00
Loans and bills payable		32,209.09
Accrued liabilities:		
Interest accrued and not yet due,	\$833.33	
Taxes accrued and not yet due	1,500.00	
Total accrued liabilities		2,333.33
Profit and loss balance—surplus		986.26
Total		\$435,528.68
CAPITAL STOCK.		
Capital stock authorized by law, common		\$200,000.00
Capital stock authorized by votes of company, common		200,000.00

Capital stock issued and outstanding, common .	\$200,000.00
Number of shares issued and outstanding, com- mon	2,000
Number of stockholders, common	1
Number of stockholders in New Hampshire, com- mon	1
Amount of stock held in New Hampshire, com- mon	\$200,000.00

FUNDED DEBT.

First mortgage, 20-year gold bonds:	
Rate of interest	5 per cent
Date of maturity	June 1, 1926
Amount outstanding	\$200,000.00
Interest paid during year	10,000.00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year .	754,391
Number of passengers carried per mile of rail- way track operated	52,626
Number of round trips run	8,444.5
Number of car miles run	211,112.5
Average number of persons employed	10

EQUIPMENT OWNED.

Box passenger cars equipped for electric power .	6
Number of all above cars with 8 wheels	6
Number of electric cars equipped with fenders .	6
Construction, repair, and other work cars	1
Snowplows	1
Electric motors	26

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated . . .	12.378 miles
Length of second track owned and operated . . .	.654 "
Length of sidings, switches, etc., owned and op- erated	1.303 "
Total length, computed as single track	14.335 miles

Motive power, all electric.

System of electric motive power used by the company, over-
head trolley.

This railway is located in Manchester, Litchfield and Hudson.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	.....	1
Employees
Other persons..	1	.....	1
Totals.....	2	.....	2

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

August 12, 1907. Woman fell after leaving car on private right of way.

March 22, 1908. Man trespassing, fell on trestle. Arm broken.

PROPER ADDRESS OF THE COMPANY.

MANCHESTER & NASHUA STREET RAILWAY,

MANCHESTER, N. H.

Treasurer's office, 53 State St., Boston, Mass.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Harold L. Buffinton, Lynn, Mass.; treasurer, Hugh J. Pritchard, Boston, Mass.; clerk of corporation, George W. Clyde, Nashua, N. H.; general manager, J. Brodie Smith, Manchester, N. H.; superintendent, W. J. Goldthwait, Jr., Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Harold L. Buffinton, Lynn, Mass.; Hugh J. Pritchard, Boston, Mass.; Joseph H. Wilder, Braintree, Mass.; Samuel F. Shannon, Somerville, Mass.; George W. Clyde, Nashua, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HAROLD L. BUFFINTON,
President.

HUGH J. PRITCHARD,
Treasurer.

J. BRODIE SMITH,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK COUNTY, ss. Boston, September 10, 1908. Then personally appeared the above named Harold L. Buffinton and Hugh J. Pritchard and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Manchester, September 11, 1908. Then personally appeared the above named J. Brodie Smith, general manager, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FREDERICK W. SHONTELL,
Justice of the Peace.

REPORT
OF THE
NASHUA STREET RAILWAY
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$96,887.88
Operating expenses	58,371.22
Net income from operation	<hr/> \$28,516.66
Park receipts	241.00
Gross income above operating expenses	<hr/> \$28,757.66
Charges upon income accrued during the year:	
Interest on funded debt	\$6,000.00
Taxes	3,291.56
Park expenses	215.39
Total charges and deductions from income	<hr/> 9,506.95
Net divisible income	<hr/> \$19,250.71
Total income from lease of railway	<hr/> \$500.00
Amount of dividends paid under lease directly to stockholders of the Nashua Street Railway by Boston & Northern Street Railway Company, successor to lessee	18,750.00
Gross income	<hr/> \$19,250.00
Salaries and maintenance of organization	500.00
Net divisible income	<hr/> \$18,750.00
Dividends declared: 3 per cent on \$300,000.00, 3 per cent on \$325,000.00	18,750.00
Amount of surplus June 30, 1908	<hr/> nothing
Amount of surplus June 30, 1907	<hr/> \$12,625.86
Total surplus June 30, 1908	<hr/>

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$83,879.97
Receipts from tolls for use of tracks by other companies	2,733.07
Receipts from advertising in cars	270.00
Miscellaneous	4.84
 Gross income from operation	 \$86,887.88
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$941.95
General office expenses and supplies	142.39
Legal expenses	82.39
Insurance	1,356.02
Advertising	77.73
Miscellaneous	224.75
 Maintenance of roadway and buildings:	
Repairs of roadbed and track	3,491.79
Repairs of electric line construction	1,003.01
Removal of snow and ice	398.81
Repairs of buildings	33.49
 Maintenance of equipment:	
Repairs of cars and other vehicles	1,421.29
Repairs of electric equipment of cars	1,509.86
 Transportation expenses:	
Provender	185.92
Wages and compensation of persons employed in conducting transportation	26,911.15
Cost of electric motive power	12,506.45
Damages for injuries to persons and property	5,032.80
Rentals of buildings and other property	458.29
Car service supplies	167.07
Car service expense	1,764.81
Cleaning, oiling and sanding track	661.25
 Total operating expenses	 \$58,371.22
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
New electric line construction	\$2.45

GENERAL BALANCE SHEET.

Assets.

Railway:

Roadbed and tracks	\$336,654.45
Electric line construction, including poles, wiring, feeder lines, etc.	42,082.19
Total cost of railway owned	\$378,736.64

Equipment:

Cars and other rolling stock and vehicles and electric equipment of same	\$60,174.24
Horses	100.00
Other items of equipment	3,113.23
Total cost of equipment owned	63,387.47

Land and buildings:

Land and buildings necessary for operation of railway	\$27,485.00
Electric power stations, including equipment	27,959.92
Total cost of lands and buildings owned	55,444.92

Other permanent property:

Park equipment	\$66.54
Office furniture and fixtures	423.62
Signal system	1,934.95
Total cost of other permanent property owned	2,425.11

Total permanent investments	\$499,994.14
Bills and accounts receivable	500.00
Total	\$500,494.14

Liabilities.

Capital stock, common	\$325,000.00
Funded debt	150,000.00

Current liabilities:

Loans and bills payable	\$500.00
Boston & Northern St. Ry. lease account	10,002.76

Boston & Northern St. Ry. property account	\$2,244.52
Total current liabilities	\$12,747.28
Premium on capital stock	121.00
Profit and loss balance—surplus	12,625.86
Total	\$500,494.14
 CAPITAL STOCK.	
Capital stock authorized by law, common	\$325,000.00
Capital stock authorized by votes of company, common	325,000.00
Capital stock issued and outstanding, common	325,000.00
Number of shares issued and outstanding, common	3,250
Number of stockholders, common	152
Number of stockholders in New Hampshire, common	88
Amount of stock held in New Hampshire, common	\$133,700.00
 FUNDED DEBT.	
First mortgage bonds:	
Rate of interest	4 per cent
Date of maturity	Oct. 1, 1931
Amount outstanding	\$150,000.00
Interest paid by lessee.	
 EQUIPMENT OWNED.	
Box passenger cars equipped for horse power	2
Box passenger cars equipped for electric power	11
Open passenger cars equipped for electric power,	13
Total passenger cars of all kinds	26
Number of all above cars with 4 wheels	21
Number of all above cars with 8 wheels	5
Construction, repair, and other work cars	1
Snowplows	4
Buggy, 1; walkaways, 2; pung, 1; sleigh, 1; tower wagon, 1; line wagon, 1; sweeper, 1	8
Horses	1
Electric motors	32

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	14.169 miles
Length of second track owned and operated . . . . .	.730 "
Length of sidings, switches, etc., owned and operated . . . . .	.621 "
Total length, computed as single track	15.520 miles

Motive power, all electric.

System of electric motive power used by the company, General Electric, overhead trolley.

This railway is located in Hudson and Nashua.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Acton Branch, East Hollis Street.....	2	1
With freight.....	2	1
With Southern Division.....	6	1
With Acton Branch, Main Street.....	1	1
With W. N. & P. Division.....	2	1
With Keene Division.....	2	1
With Acton Branch, Temple Street.....	2	1
With Keene Division.....	2	1
Total number of tracks at crossing.....	19	8

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	2	.....	.....	2
Employees
Other persons	1	.....	.....	1
Totals	3	.....	.....	3

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

Car and team collision, man injured.
 Man fell boarding moving car.
 Man walked in front of car and was hit.

PROPER ADDRESS OF THE COMPANY.

NASHUA STREET RAILWAY,

NASHUA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, John A. Fisher, Nashua, N. H.; vice-president, P. F. Sullivan, Boston, Mass.; treasurer, Joseph H. Goodspeed, Boston, Mass.; auditor, D. Dana Bartlett, Boston, Mass.; clerk of corporation, Jason E. Tolles, Nashua, N. H.; general counsel, George B. French, Nashua, N. H.; general manager, Robert S. Goff, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John A. Fisher, Nashua, N. H.; P. F. Sullivan, Lowell, Mass.; Joseph H. Goodspeed, Boston, Mass.; George A. Fernald, Winchester, Mass.; Jason E. Tolles, Nashua, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

JOHN A. FISHER,
President.

JOSEPH H. GOODSPEED,
Treasurer.

ROBERT S. GOFF,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, August 31, 1908. Then personally appeared the above named John A. Fisher, Joseph H. Goodspeed and Robert S. Goff and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Justice of the Peace.

REPORT
OF THE
PORTSMOUTH ELECTRIC RAILWAY
[Owned and operated by the Boston & Maine Railroad.]
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$67,244.89
Operating expenses	62,997.13
Surplus for year ending June 30, 1908, included in Boston & Maine Railroad account	\$4,247.76
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$66,395.52
Receipts from carriage of mails	516.09
Receipts from advertising in cars	333.28
Gross income from operation	\$67,244.89
EXPENSES OF OPERATION.	
General expenses:	
Legal expenses	\$129.00
Insurance	1,483.18
Miscellaneous	312.93
Maintenance of roadway and buildings:	
Repairs of roadbed and track	4,796.18
Repairs of electric line construction	1,141.23
Removal of snow and ice	105.61
Repairs of buildings	1,071.92
Maintenance of equipment:	
Repairs of cars and other vehicles	5,121.12
Repairs of electric equipment of cars	2,592.76
Other expense	259.77

Transportation expenses:	
Cost of electric motive power	\$19,532.63
Wages and compensation of persons employed in conducting transportation	22,986.77
Damages for injuries to persons and property	952.60
Cleaning and lubricating equipment	1,299.15
Watchmen	478.50
Stationery, advertising, etc.	733.78
Total operating expenses	\$62,997.13

GENERAL BALANCE SHEET.*Assets.*

Railway:	
Roadbed and tracks	\$244,324.00
Electric line construction, including poles, wiring, feeder lines, etc.	62,626.20
Total cost of railway owned	\$306,950.20
Equipment:	
Cars and other rolling stock and vehicles, electric equipment of same	60,122.98
Land and buildings:	
Land necessary for operation of railway	\$600.00
Electric power stations, including equipment	93,110.35
Other buildings necessary for operation of railway	13,877.72
Total cost of lands and buildings owned	107,588.07
Total permanent investments	\$474,661.25

This road was constructed by the Boston & Maine Railroad as an extension of the Portsmouth & Dover branch, the entire cost being paid by proceeds of sale of Boston & Maine stock.

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	1,153,624
Number of passengers carried per mile of railway track operated	63,736
Number of round trips run	57,391
Number of car miles run	360,195
Average number of persons employed	51

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power .	10
Open passenger cars equipped for electric power,	11
<hr/>	<hr/>
Total passenger cars of all kinds	21
<hr/>	<hr/>
Number of all above cars with 4 wheels	9
Number of all above cars with 8 wheels	12
Number of electric cars equipped with fenders .	21
Construction, repair, and other work cars . . .	2
Snowplows	1
<hr/>	<hr/>
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated . . .	18.10 miles
Length of sidings, switches, etc., owned and op- erated	1.14 "
<hr/>	<hr/>
Total length, computed as single track . . .	19.24 miles

Motive power, all electric.

System of electric motive power used by the company, direct current, overhead trolley.

This railway is located in Portsmouth, Rye and North Ham-
pton.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

[Management and operation of Portsmouth Electric Railway
directed by the Boston & Maine Railroad.]

President, Lucius Tuttle, Boston, Mass.; third vice-president and general manager, Frank Barr, Boston, Mass.; treasurer, Herbert E. Fisher, Boston, Mass.; fourth vice-president and general auditor, William J. Hobbs, Boston, Mass.; clerk of corporation, Earl A. Ryder, Boston, Mass.; superintendent, Winslow T. Perkins, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Brookline, Mass.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Henry F. Dimock, New York, N. Y.; William Whiting, Holyoke, Mass.; Alexander Cochrane, Boston, Mass.; Moses Williams, Brookline, Mass.; Samuel N. Aldrich, Marlborough, Mass.; Thomas P. Beal, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LUCIUS TUTTLE,
President.

HERBERT E. FISHER,
Treasurer.

WM. J. HOBBS,
Fourth Vice-President and General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 17, 1908. Then personally appeared the above named Lucius Tuttle, president, Herbert E. Fisher, treasurer, and William J. Hobbs, fourth vice-president and general auditor, of the Boston & Maine Railroad and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

REPORT
OF THE
PORTSMOUTH & EXETER STREET
RAILWAY COMPANY
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.			
Gross income from operation			\$20,857.53
Operating expenses			19,448.76
			<hr/>
Net income from operation			\$1,408.77
Charges upon income accrued during the year:			
Interest on funded debt			\$7,250.00
Interest and discount on un- funded debts and loans			680.00
			<hr/>
Total charges and deductions from income			7,930.00
Deficit for year ending June 30, 1908			<hr/>
Amount of deficit June 30, 1907			\$6,521.23
			41,370.44
			<hr/>
Total deficit June 30, 1908			\$47,891.67
EARNINGS FROM OPERATION.			
Receipts from passengers carried			\$20,766.53
Receipts from advertising in cars			84.00
Receipts from interest on deposits			7.00
			<hr/>
Gross income from operation			\$20,857.53
EXPENSES OF OPERATION.			
General expenses:			
Salaries of general officers and clerks			\$1,133.06
General office expenses and supplies			305.10

Legal expenses	\$92.83
Insurance	409.11
Advertising	357.79
Miscellaneous	321.71
Maintenance of roadway and buildings:	
Repairs of roadbed and track	1,591.72
Repairs of electric line construction	799.71
Removal of snow and ice	164.00
Repairs of buildings	148.04
Maintenance of equipment:	
Repairs of cars and other vehicles	1,597.68
Repairs of electric equipment of cars	1,028.85
Shop expense	82.95
Transportation expenses:	
Cost of electric motive power	2,549.40
Wages and compensation of persons employed in conducting transportation	6,055.75
Damages for injuries to persons and property	616.11
Tolls for trackage rights over other railways	1,040.35
Rentals of buildings and other property	35.18
Car service expenses	621.91
Cleaning and sanding track	497.51
Total operating expenses	\$19,448.76

**PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**

Portable rotary	\$4,500.00
Deductions:	
Sale of car house at Hampton	12,000.00
Net deduction from property account for the year	\$7,500.00

GENERAL BALANCE SHEET.

<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$124,289.04
Electric line construction, in- cluding poles, wiring, feeder lines, etc.	96,842.52
Interest accrued during con- struction of railway	451.38

Salaries, engineering, and other expenses incident to construction	14,239.28	
Total cost of railway owned		\$235,822.22
Equipment:		
Cars and other rolling stock and vehicles	\$17,521.00	
Electric equipment of same	9,600.00	
Other items of equipment	2,014.00	
Total cost of equipment owned		29,135.00
Land and buildings:		
Land necessary for operation of railway, electric power stations, including equipment, other buildings necessary for operation of railway	59,211.93	
Other permanent property: shop tools	111.97	
Total permanent investments		\$324,281.12
Bills and accounts receivable	9,037.21	
Profit and loss balance—deficit	47,891.67	
Total		<u>\$381,210.00</u>
Liabilities.		
Capital stock, common		\$185,000.00
Funded debt		145,000.00
Current liabilities:		
Loans and bills payable	\$13,600.00	
Matured interest coupons unpaid (including coupons due July 1)	36,250.00	
Interest on notes	1,360.00	
Total current liabilities		51,210.00
Total		\$381,210.00
CAPITAL STOCK.		
Capital stock authorized by law, common		\$185,000.00
Capital stock authorized by votes of company, common		185,000.00
Capital stock issued and outstanding, common		185,000.00
Number of shares issued and outstanding, common		1,850

Number of stockholders, common	6
Amount of stock held in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$100.00

FUNDDED DEBT.

First mortgage, gold bonds:	
Rate of interest	5 per cent
Date of maturity	July 1, 1921
Amount outstanding	\$145,000.00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	415,733
Number of passengers carried per mile of rail- way track operated	29,568
Number of round trips run	4,635
Number of car miles run	130,300

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power,	4
Total passenger cars of all kinds	8
Number of electric cars equipped with fenders	8
Snowplows	1
Electric motors	16

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated	13.112 miles
Length of second track owned and operated . . . . .	.945 "
Length of sidings, switches, etc., owned and op- erated . . . . .	.341 "
Total length, computed as single track	14.398 miles

Motive power, all electric.

System of electric motive power used by the company, West-
inghouse and General Electric.

This railway is located in Portsmouth, Greenland, Stratham
and Exeter.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, Portsmouth Ave., Greenland.....	1	1
Totals	1	1

Frogs inserted in tracks at one crossing.

PROPER ADDRESS OF THE COMPANY.

PORTRSMOUTH & EXETER STREET RAILWAY COMPANY,
PORTSMOUTH, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, Haverhill, Mass.; vice-president, S. W. Emery, Boston, Mass.; treasurer and auditor, Samuel P. Russell, Haverhill, Mass.; assistant treasurer and clerk of corporation, J. S. Whitaker, Portsmouth, N. H.; general counsel, S. W. Emery, Boston, Mass.; general manager, Franklin Woodman, Haverhill, Mass.; superintendent, H. W. MacKay, Haverhill, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass.; Samuel W. Emery, Boston, Mass.; John S. Whitaker, Portsmouth, N. H.; Franklin Woodman, Haverhill, Mass.; Charles F. Ayer, Lowell, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

D. A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. August 27, 1908. Then personally appeared the above named David A. Belden, Samuel P. Russell and Franklin Woodman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD S. ELLS,
Justice of the Peace.

REPORT
OF THE
SEABROOK & HAMPTON BEACH
STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$17,653.69
Operating expenses	<u>8,111.06</u>
Net income from operation	\$9,542.63
Charges upon income accrued during the year:	
Interest on funded debt	\$2,200.00
Rentals of leased railways:	
Exeter, Hampton & Amesbury St. Ry. track at Hampton Beach, \$257.34; G. S. Land Co., bridge rental, \$3,000.00	<u>3,257.34</u>
Total charges and deductions from income	5,457.34
Surplus for year ending June 30, 1908	\$4,085.29
Amount of surplus June 30, 1907	3,582.00
Sinking fund withdrawn	<u>2,050.00</u>
Total surplus June 30, 1908	\$9,717.29
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$17,587.09
Receipts from tolls for use of tracks by other companies . . . . .	.60
Receipts from interest on deposits	<u>66.00</u>
Gross income from operation	\$17,653.69

EXPENSES OF OPERATION.

General expenses:

Salaries of general officers and clerks	312.47
General office expenses and supplies	75.00
Legal expenses	25.03
Insurance	108.69
Advertising	363.55
Miscellaneous	112.74

Maintenance of roadway and buildings:

Repairs of roadbed and track	1,248.96
Repairs of electric line construction	239.26
Repairs of buildings	23.49

Maintenance of equipment:

Repairs of cars and other vehicles	363.38
Repairs of electric equipment of cars	270.42
Shop expenses	18.90

Transportation expenses:

Cost of electric motive power	2,025.16
Wages and compensation of persons employed in conducting transportation	2,066.99
Damages for injuries to persons and property	516.59
Rentals of buildings and other property	7.33
Car service supplies and expenses	185.18
Cleaning and sanding track	147.92

Total operating expenses	8,111.06
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PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.

Right of way	5.00
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GENERAL BALANCE SHEET.

Assets.

Railway:

Roadbed and tracks	84,569.77
Electric line construction, including poles, wiring, feeder lines, etc.	22,894.85
Salaries, engineering, and other expenses incident to construction	3,970.80
Total cost of railway owned	111,435.42

Land and buildings:	
Other buildings necessary for operation of rail-way	\$.150.00
Total permanent investments	\$111,585.42
Bills and accounts receivable	9,256.87
Total	<u>\$120,842.29</u>
 <i>Liabilities.</i>	
Capital stock, common	\$65,000.00
Funded debt	45,000.00
Matured interest coupons unpaid (including coupons due July 1)	1,125.00
Profit and loss balance—surplus	9,717.29
Total	<u>\$120,842.29</u>
 CAPITAL STOCK.	
Capital stock authorized by law, common	\$65,000.00
Capital stock authorized by votes of company, common	65,000.00
Capital stock issued and outstanding, common	65,000.00
Number of shares issued and outstanding, common	650
Number of stockholders, common	6
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$100.00
 FUNDED DEBT.	
First mortgage, gold bonds:	
Rate of interest	5 per cent
Date of maturity	July 1, 1921
Amount outstanding	\$45,000.00
Interest paid during year	5,475.00
 VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	357,773
Number of passengers carried per mile of railway track operated	58,328
Number of round trips run	3,970
Number of car miles run	48,700
Average number of persons employed	5

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated	5.583 miles
Length of sidings, switches, etc., owned and operated . . . . .	.528 "
Trackage over other railways . . . . .	.689 "
Total length, computed as single track	6.800 miles

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Smithtown, Seabrook and Hampton Beach.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	.....	1
Employees.....
Other persons....
Total	1	.....	1

STATEMENT OF EACH ACCIDENT.

July 27, 1907. Passenger alighted from stationary car and fell. Injury slight.

PROPER ADDRESS OF THE COMPANY.

SEABROOK & HAMPTON BEACH STREET RAILWAY COMPANY,

PORSCMOUTH, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, Haverhill, Mass.; vice-president, S. W. Emery, Boston, Mass.; treasurer and auditor, Samuel P. Russell, Haverhill, Mass.; assistant treasurer and clerk of corporation, J. S. Whitaker, Portsmouth, N. H.; general counsel, S. W. Emery, Boston, Mass.; general manager, Franklin Woodman, Haverhill, Mass.; superintendent, H. W. MacKay, Haverhill, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass.; Franklin Woodman, Haverhill, Mass.; Samuel W. Emery, Boston, Mass.; Charles F. Ayer, Lowell, Mass.; John S. Whitaker, Portsmouth, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

D. A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. August 27, 1908. Then personally appeared the above named David A. Belden, Samuel P. Russell and Franklin Woodman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD S. ELLS,
Justice of the Peace.

REPORT
OF THE
SPRINGFIELD ELECTRIC RAILWAY
COMPANY
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Rental from Springfield Electric Railway Company of Springfield, Vt.	\$1.00
<i>Liabilities.</i>	
Paid Frank W. Hamlin, postage and incidentals,	\$1.00

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD ELECTRIC RAILWAY COMPANY,
CHARLESTOWN, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Nathaniel G. Brooks; vice-president, Edward C. Crosby; treasurer, Frank W. Hamlin; auditors, A. J. Crosby, E. C. Crosby, N. G. Brooks; clerk of corporation, Frank W. Hamlin.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Nathaniel G. Brooks, Charlestown, N. H.; Frank W. Hamlin, Charlestown, N. H.; James A. Hunt, Charlestown, N. H.; Marcus A. Coolidge, Fitchburg, Mass.; Edward C. Crosby, Brattleborough, Vt.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

N. G. BROOKS,

President.

FRANK W. HAMLIN,

Treasurer.

STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. July 13, 1908. Then personally appeared the above named Nathaniel G. Brooks, president, and Frank W. Hamlin, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED H. PERRY,

Justice of the Peace.

REPORT
OF THE
UNCANOONUC INCLINE RAILWAY
AND DEVELOPMENT COMPANY
FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$15,459.78
Operating expenses	14,792.84
Net income from operation	\$666.94
Charges upon income accrued during the year:	
Interest and discount on un- funded debts and loans	\$430.18
Taxes	161.14
Total charges and deductions from income	591.32
Total surplus June 30, 1908	\$75.62
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$9,762.15
Receipts from tolls for use of tracks by other companies	12.00
Receipts from interest on deposits	18.72
Hotel	5,262.85
Miscellaneous	404.06
Gross income from operation	\$15,459.78
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$1,500.00
General office expenses and supplies	125.00

Legal expenses	\$15.00
Insurance	430.18
Hotel	7,803.46
Miscellaneous	635.45
 Maintenance of roadway and buildings:	
Repairs of roadbed and track	75.00
Repairs of buildings	375.77
 Maintenance of equipment:	
Repairs of cars and other vehicles	28.00
Harnesses, horse-shoeing, and veterinary care	30.00
 Transportation expenses:	
Cost of electric motive power	1,276.34
Wages and compensation of persons employed in conducting transportation	2,006.99
Freight cars, labor, etc.	1,082.97
 Total operating expenses	\$15,384.16

GENERAL BALANCE SHEET.

<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$54,389.20	
Electric line construction, including poles, wiring, feeder lines, etc.	3,804.96	
Interest accrued during construction of railway	394.04	
Salaries, engineering, and other expenses incident to construction	11,314.89	
 Total cost of railway owned	\$69,903.09	
 Equipment:		
Cars and other rolling stock and vehicles	\$2,985.00	
Electric equipment of same	2,000.00	
Other items of equipment	180.00	
 Total cost of equipment owned	5,165.00	
 Land and buildings:		
Land necessary for operation of railway	\$2,314.90	
Other buildings necessary for operation of railway	16,247.95	
 Total cost of lands and buildings owned	18,562.85	
 Total permanent investments	\$93,630.94	

<i>Liabilities.</i>		
Capital stock, common		\$83,700.00
Current liabilities:		
Loans and bills payable	\$8,000.00	
Salaries and wages	1,930.94	
Total current liabilities		9,930.94
Total		\$93,630.94
<i>CAPITAL STOCK.</i>		
Capital stock authorized by law, common		\$150,000.00
Capital stock authorized by votes of company, common		83,700.00
Capital stock issued and outstanding, common		83,700.00
Number of shares issued and outstanding, common		837
Number of stockholders, common		163
Number of stockholders in New Hampshire, common		154
Amount of stock held in New Hampshire, common		\$75,000.00
<i>SPECIAL LIABILITY.</i>		
204 acres of land purchased of the Uncanoonuc Land Company		\$20,000.00
Amount paid Uncanoonuc Land Company to July 1, 1908		7,900.37
Amount due Uncanoonuc Land Company July 1, 1908		\$12,099.63

The foregoing liability is a special one and the accounts kept apart from other accounts. The land has been divided into house lots and the money received from the sale thereof has been paid to the Uncanoonuc Land Company and applied on note. The interest is 5 per cent, and is paid to July 1, 1908.

<i>VOLUME OF TRAFFIC, ETC.</i>		
Number of passengers carried during the year		95,435
Number of passengers carried per mile of railway track operated		34,703
Number of round trips run		2,440
Number of car miles run		17,080

Average number of persons employed 5
 This company commenced operation June 8, 1907.

EQUIPMENT OWNED.	
Open passenger cars equipped for electric power,	2
Number of all above cars with 4 wheels	2
Electric motors	4

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated 2.75 miles

Motive power, electric and cable.
 System of electric motive power used by the company, $2\frac{1}{4}$ miles trolley, $\frac{1}{2}$ mile trolley and cable, combination.
 This railway is located in Goffstown.

PROPER ADDRESS OF THE COMPANY.

UNCANOONUC INCLINE RAILWAY & DEVELOPMENT COMPANY,
 936 ELM ST., MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Edward C. Smith, Manchester, N. H.; vice-president, Henry A. Emerson, Henniker, N. H.; treasurer, Edward C. Smith, Manchester, N. H.; auditors, William W. Forbes and Jesse B. Pattee, Manchester, N. H.; clerk of corporation, Jesse B. Pattee, Manchester, N. H.; general manager, Edward S. George, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Edward C. Smith, Manchester, N. H.; Henry A. Emerson, Henniker, N. H.; William W. Forbes, Manchester, N. H.; Charles H. Webster, Enfield, N. H.; Edward S. George, Manchester, N. H.; Dixie A. Currie, Lebanon, N. H.; Irving E. Forbes, Manchester, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

EDWARD C. SMITH,
President.

EDWARD C. SMITH,
Treasurer.

EDWARD S. GEORGE,
General Manager.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. December 2, 1908. Then personally appeared the above named Edward C. Smith, president and treasurer, and Edward S. George, superintendent of the Uncanoonuc Incline Railway & Development Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM W. FORBES,
Justice of the Peace.

PART IV.

TRACTION COMPANIES.

REPORT

OF THE

MANCHESTER TRACTION, LIGHT & POWER COMPANY

FOR THE YEAR ENDING JUNE 30, 1908.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$407,540.84
Operating expenses	106,618.62
	<hr/>
Net earnings from operation	\$300,922.22
Dividends received on stocks owned: 9445 shares Manchester St. Railway	56,670.00
	<hr/>
Gross income above operating expenses	\$357,592.22
Charges upon income accrued during the year: Interest on funded debt	\$99,443.87
Interest and discount on un- funded debts and loans	3,136.36
Taxes	13,200.00
	<hr/>
Total charges and deductions from income	115,780.23
	<hr/>
Net divisible income	\$241,811.99
Dividends paid during the year: 8 per cent on \$2,400,000, common stock	192,000.00
	<hr/>
Surplus for year ending June 30, 1908	\$49,811.99
Amount of surplus June 30, 1907	139,621.62
	<hr/>
Total	\$189,433.61
Credits to profit and loss during the year: Profit on sale of \$4000.00 bonds	\$200.00

Debits to profit and loss during the year:	
Overcharges and bad accounts	\$2,978.56
Net amount debited to profit and loss	\$2,778.56
Total surplus June 30, 1908	\$186,655.05

EARNINGS FROM OPERATION.	
Commercial lights	\$161,561.01
Municipal lights	51,748.25
Sale of power	173,405.84
Rents	17,637.00
Park receipts	3,188.74
Total gross earnings	\$407,540.84

EXPENSES OF OPERATION.	
Repairs outside of construction	\$13,934.57
Repairs of buildings	2,662.18
Repairs of generating plant	7,670.74
Expense of generating plant (including supplies and wages)	34,957.55
Wages outside	3,294.88
Maintenance of lights	5,131.34
Stable expense	3,618.46
Salaries of officers and clerks	9,620.04
Insurance	6,766.28
Other general expenses	11,774.49
Freight and cartage	1,286.14
Accident and legal expense	5,901.95
Total operating expenses	\$106,618.62

PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Plant	\$58,557.61
Additions:	
750 shares of Manchester & Derry Street Railway Company	75,000.00
Net additions to property and investment for year	\$133,557.61

GENERAL BALANCE SHEET.

Assets.

Plant	\$2,697,352.91
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Investment account:

9,445 shares of Manchester Street Railway Company	\$1,424,250.00
2,000 shares of Manchester & Nashua Street Railway Co.	200,000.00
1,250 shares of Manchester & Derry Street Railway Co.	125,000.00

Total street railway stock owned	1,749,250.00
1,000 shares of Ben Franklin Electric Co.	2,500.00

Total property and investment account	\$4,449,102.91
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Cash and current assets:

Cash	\$10,573.25
Bills and accounts receivable	387,024.10
Sinking and other special funds,	35,970.07

Total cash and current assets	433,567.42
Materials and supplies	29,542.62

Total	\$4,912,212.95
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Liabilities.

Capital stock, common	\$2,400,000.00
Funded debt	2,000,000.00
Loans and bills payable	292,172.93

Accrued liabilities:

Interest accrued and not yet due,	\$25,449.77
Taxes accrued and not yet due	7,935.20

Total accrued liabilities	33,384.97
Profit and loss balance—surplus	186,655.05

Total	\$4,912,212.95
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CAPITAL STOCK.

Capital stock authorized by law, common	\$2,400,000.00
Capital stock authorized by votes of company, common	2,400,000.00
Capital stock issued and outstanding, common	2,400,000.00
Number of shares issued and outstanding, com- mon	24,000

Number of stockholders, common	460
Number of stockholders in New Hampshire, common	142
Amount of stock held in New Hampshire, common	\$503,600.00

FUNDDED DEBT.

Manchester Traction, Light & Power Co., first mortgage, consolidated bonds:	
Rate of interest	5 per cent
Date of maturity	April 1, 1921
Amount outstanding	\$1,750,000.00
Interest paid during year	86,943.87
Manchester Electric Light Company, consolidated, first mortgage bonds:	
Rate of interest	5 per cent
Date of maturity	Oct. 1, 1917
Amount outstanding	\$250,000.00
Interest paid during year	12,500.00

SPECIAL FUNDS.

Amount June 30, 1907, of Manchester Electric Light Co. sinking fund	\$31,764.18
Additions during year to Manchester Electric Light Co. sinking fund	4,205.89
Total special funds June 30, 1908	\$35,970.07

PROPER ADDRESS OF THE COMPANY.

MANCHESTER TRACTION, LIGHT & POWER COMPANY,

MANCHESTER, N. H.

Treasurer's office, 53 State Street, Boston, Mass.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William A. Tucker, Boston, Mass.; vice-president, J. Brodie Smith, Manchester, N. H.; treasurer, S. Reed Anthony, Boston, Mass.; clerk of corporation, Edwin F. Jones, Manchester, N. H.; general manager, J. Brodie Smith, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

W. A. Tucker, Boston, Mass.; S. Reed Anthony, Boston, Mass.; P. L. Saltonstall, Boston, Mass.; George H. Hood, Boston, Mass.; Stillman F. Kelley, Boston, Mass.; Robt. H. Hallowell, Boston, Mass.; J. Brodie Smith, Manchester, N. H.; Charles M. Floyd, Manchester, N. H.; Walter M. Parker, Manchester, N. H.; Roger G. Sullivan, Manchester, N. H.; William P. Straw, Manchester, N. H.; Edwin F. Jones, Manchester, N. H.; Albert O. Brown, Manchester, N. H.; Frank S. Streeter, Concord, N. H.; Billings P. Learned, New London, Conn.

DESCRIPTION OF RAILROADS AND BRANCHES OPERATED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main or branch line	Termini of main or branch line.	Length com- puted as single track.	
			Total.	In New Hampshire.
Manchester Street Railway	B.	Manchester to Goffstown.		
" " "	"	Manchester to Goff's Falls	41.368	41.368
" " "	M.	City Lines in Manchester and West Manchester...		
Manchester & Nashua St Railway.....	"	Goff's Falls to Hudson....	14.335	14.335
Manchester & Derry St. Ry..	"	Goff's Falls to Derry.....	8.355	8.355
Totals. ....	.....	.....	64.058	64.058

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WM. A. TUCKER,

President.

S. REED ANTHONY,

Treasurer.

J. BRODIE SMITH,

General Manager.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Manchester, September 11, 1908. Then personally appeared the above named J. Brodie Smith and made oath that the foregoing certificate by him subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK W. SHONTELL,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK COUNTY, ss. Boston, September 18, 1908. Then personally appeared before me the above named William A. Tucker, president, and S. Reed Anthony, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.

PART V.

ACCIDENTS.

ACCIDENTS.

DEATH OF CHARLES COVEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., January 6, 1908.

Investigation at Nashua, December 30, 1907.

Witnesses: Patrick Daly, motorman, Nashua, N. H.; Blanche Jones, Hudson, N. H.; A. W. Shea, M. D., physician, Nashua, N. H.; William J. Doran, division superintendent, Nashua, N. H.

Charles Covey, a young man about twenty-eight years old, a resident of Nashua, was fatally injured by jumping or falling from an open electric car of the Boston & Northern Street Railway Company in Hudson, July 13, 1907. The accident occurred at 9.22 o'clock in the evening at a point near what is known as "Turn-out No. 2," located near Albert Fuller's dwelling house. The car upon which Mr. Covey was riding ran from the Tremont House in Nashua through the town of Hudson to the Massachusetts line, and return. The car was returning to Nashua with several passengers, among them Covey aboard. It appeared from the evidence that Covey had told the conductor that he wished to leave the car at "No. 2 Turn-out" and the conductor had so informed the motorman. When the car was within about three or four hundred feet from the turn-out, this man, Covey, either jumped or fell from the car, and received injuries which resulted two days later in his death. The motorman testified that the car was running about eight miles an hour and that the grade was slightly descending. The night was clear, the stars were shining brightly, but there was no moon. There was some testimony that this man went down on the same car that evening leaving it at the "Limit" and boarding it again upon its return a few minutes later. He was entirely familiar with this section of Hudson and it was understood that he was to examine a wood lot near the Fuller premises the next day. Some evidence pointed to the fact that Mr. Covey had been drinking on the evening of the accident, but it did not appear

that he was sufficiently under the influence of liquor to have occasioned the fall which resulted in his death, though his condition may have contributed to it. The conductor of this car left the employ of the road a few weeks after the accident and could not be summoned before the board, as his whereabouts were unknown. He was regarded as a very competent man, and left the employ of this railway company trusting he might be able to secure a better situation, and was in no respect unsatisfactory to his employers. Upon this occasion he was said to have shouted to Covey, warning him not to leave the car until it stopped, and in other respects handled his car in a competent manner. His warning, however, was disregarded and Mr. Covey thereby met his death.

We are not able to determine with absolute certainty just how this accident occurred, and there was nothing in the evidence which would enable us to fix the blame if indeed anyone was censurable. There was nothing, however, which indicated lack of efficient service on the part of the employees of the railway company.

GEORGE E. BALES,
For the Board.

DEATH OF ARTHUR L. ROBERGE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 2, 1908.

Investigation at Manchester, N. H., February 28, 1908.

Witnesses: James E. Hall, conductor, Somerville, Mass.; Edward M. Ward, brakeman, Portsmouth, N. H.; Alfred H. Ham, engineer, Portsmouth, N. H.; Edward Hardon, fireman, Portsmouth, N. H.

The crew of a gravel train at Portsmouth, having finished its day's work, took it into the yard about a quarter of a mile from the station and one of them, Arthur L. Roberge, a brakeman, having eaten his supper in the buggy, started to go down street to the town to spend the evening shortly after six o'clock in the evening of October 7, 1907. As he went out the conductor, James E. Hall, called to him to wait and he and the engineer would go with him. A moment later Hall heard a shout, and some one ran up to him and said, "Arthur wants you to come over." Rushing out he found Roberge about fifty yards away

lying beside the track with one leg crushed off. The injured man was at once cared for by his fellow workmen, and as soon as an ambulance could be procured, taken to the hospital, where his leg was amputated and everything possible was done for him, but he died two days afterwards.

Edward M. Ward, a yard brakeman, who was at work with a shifting crew, engine No. 437, gives this account of the accident, which is corroborated by other witnesses, and the known circumstances, and is undoubtedly correct. His train was going down from a point known as Emery's, on top of the hill, on the inward track, where they left a string of cars and took one, a car of lumber, back ahead of the engine. In going back, the conductor, Mr. Ward, and another brakeman, sat on the end of this car. All three had lanterns and the bell was ringing. When they were about half way down from Emery's, moving about four miles an hour, they saw a man between the rails, twenty-five feet from them, and shouted and swung their lanterns at him, looking at a freight train which was moving in the same direction at about the same speed on the east bound or outward track. Before they could do more to save him, he was struck and fatally injured. Evidently, as he went out from the car and onto the track, his attention was directed to the freight and to avoid this he stepped over to the other track into the position where he was struck. It was dark at the time and the noise made by the freight probably prevented him from hearing the warning of those in the shifting crew.

He was in every way a first-class man, forty years old, and while he might have gone to the town by the street his natural way was the one he took through the yard.

H. M. PUTNEY,
For the Board.

DEATH OF CHARLES A. EDGERLY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 2, 1908.

Investigation at Manchester, N. H., February 28, 1908.

Witnesses: Edward A. Eaton, switchman, Newmarket, N. H.; Arthur Trottier, crossing tender, Newmarket, N. H.; Frank O. Thomas, conductor, Somerville, Mass.; Mark E. Stone, engineer.

A few minutes before 6 P. M., November 11, 1907, Edward A.

Eaton, the switchman at Pine Hill, half a mile east of Rockingham station, on the Western Division of the Boston & Maine Railroad, having finished his work for the day and gone to his home nearby, saw Charles A. Edgerly, with whom he was acquainted, walking on the track towards Newmarket, and had some conversation with him. During this conversation Edgerly told him he had just come from Boston, was going to Newmarket, and as he had some time to wait for a train thought he would walk, and he went his way in the middle of the track to the east. About fifty minutes later, F. O. Thomas, the conductor of freight train No. 907, while running beside his train so as to get upon the engine after he had set a switch in the Newmarket yard, stumbled over the dismembered body of Edgerly, which had been run over by the wheels, cutting it in two, and leaving the legs inside and the trunk outside the rails about seventy-five feet from the Exeter street crossing in Newmarket village. This train, which was the only one that had passed there between the time Eaton spoke to Edgerly and that when the body was found, had come from Rockingham, pushing five cars in front of it and hauling others. Conductor Thomas rode on the front end of the front car with a lantern, with his arm around a brake rod to steady himself, and there was a brakeman in the engine who, when it stopped west of the crossing, cut it from the cars behind it when the five in front were pushed down into the yard and it was backed and coupled to those that had been left upon the track. In order to do this the conductor got off and threw a switch and started to run and get upon the engine when he fell over the body. In the mean time this engine had passed the point twice but none of the trainmen had seen the man who was killed. In its movements the bell was ringing, and the whistle had been blown eighty rods from the crossing. Neither the conductor nor any other of the crew has any theory as to how the accident happened.

Mr. Edgerly was about thirty-five years old and because of a paralytic shock did not have free use of his legs. That he was a trespasser upon the track appears certain from the evidence, but why he failed to notice the train and step out of its way, the evidence does not disclose.

H. M. PUTNEY,
For the Board.

DEATH OF JOSEPH LEHAY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 3, 1908.

Investigation at Manchester, N. H., February 28, 1908.

Witnesses: Charles E. Bailey, engineer, Portsmouth, N. H.; Michael Cullinane, conductor, Newburyport, Mass.; Charles E. Davis, brakeman, Portsmouth, N. H.; Fred E. Picott, brakeman, Portsmouth, N. H.; Thomas Morrissey, fireman, Portsmouth, N. H.

All freight engines carry a stake which is a long piece of hard wood with an iron ring on each end and is used to move cars upon tracks near to and parallel with those on which the engines are working. This movement is accomplished by putting one end of the stake against the engine and the other against the end of the car on the nearby track, and then starting the engine a little so as to give the car momentum enough to carry it into the position in which it is wanted, the process being known as staking cars, and being generally used in switching to save the time and effort which would be necessary to run the engine around over switches and couple it to the car, set it into place and return again to the track.

On the afternoon of November 8, 1907, a freight train running between Portsmouth and Rochester was flagged at Rollinsford Junction about 4 o'clock and the trainmen were told there was a car there to go to Dover. In order to get this car into such position in the train that it could be left at Dover, it was necessary to do some shifting upon the main line and the side track or spur which connects with the Rollinsford branch, and in doing this there was an attempt to stake a car so as to get it into the train behind the engine. There were three brakemen on the train and one of these, Lehay, an experienced man, thirty-eight years of age, in the discharge of his duty, which was not an unusual one, under the circumstances, took the stake from the engine, placed one end of it against a car coupled thereto, gave the fireman, who gave it to the engineer, the motion to back up easy, and held the stake in position to bring it against the end of the car, which was on the other track. The engineer backed his engine slowly until the stake came in contact with the car on the other track when it slipped in some way and threw Mr. Lehay between two cars, where he was crushed and so badly injured that he died in the hospital in Dover, to which

he was at once carried. The evidence as to how this accident happened is not very positive or exact, but from what is established as to his movements just before, his position immediately after, and the nature of his injuries, which consisted of a wound upon the head and a fracture of his ribs, the conclusion follows that the stake, as he held it in his hands, slipped, flew up and struck him in the head and threw him between the car at one end of it and the next one. There was no defect in the stake, which was not broken or in any way injured. The engine did not move more than three feet and except the stake which he held in one hand, there was nothing which could have struck him.

He was a capable and faithful man and familiar with staking cars. Neither he nor any other of the crew were careless or in any way at fault. They were all doing what they and all other freight crews do nearly every day and doing it in the manner that is approved by experience.

H. M. PUTNEY,
For the Board.

DEATH OF THOMAS McCARTHY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 3, 1908.

Investigation at Manchester, N. H., February 28, 1908.

Witnesses: Thomas Foley, crossing tender, Nashua, N. H.; D. P. Caldwell, ticket agent, Nashua, N. H.

At 5.45 o'clock in the evening of November 12, 1907, Thomas McCarthy was fatally injured upon, or near, the Spring street crossing in the yard, four or five hundred feet from the Main street station, upon the W. N. & P. Division of the Boston & Maine Railroad in the city of Nashua.

Mr. McCarthy was a machinist, about seventy years of age, who had been employed in one place many years, and was undoubtedly going to his home at the close of his day's work, upon the route he almost invariably took, when a shifting engine that was at that time passing through the yard to the west, struck him and threw him about fifteen feet from the crossing, causing injuries of which he died the next morning at the hospital to which he was taken as soon as possible.

There were no eye witnesses to this accident. None of the men on the engine knew that it had happened until informed by others.

Thomas Foley, a crossing tender, who was on duty on the south side of the six tracks which cross the street there swinging his lantern as the engine went by, saw nothing of it and first knew of it when three children, who had run down from the station through the yard, told him that there was a man lying between the tracks on the other side. There were no marks upon the track showing whether he was struck upon the crossing or a few feet from it. The evening was dark. The head-light of the engine was shining brightly and the bell was ringing. Mr. McCarthy was deaf in one ear, otherwise in possession of all his faculties. For thirty years or more he had gone to and from his work through the yard, passing between the tracks and over the crossing and he was of course familiar with the situation and the movement of trains. He was not run over by the wheels and was probably hit by the side of the engine as it went by him.

These are all the facts disclosed by our investigation and they leave the cause of the fatality to conjecture.

H. M. PUTNEY,

For the Board.

DEATH OF JOHN HEDDERMAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 3, 1908.

Investigation at Manchester, N. H., February 28, 1908.

Witnesses: Warren A. Baldwin, engineer, Somerville, Mass.; D. J. Mahoney, fireman, Boston, Mass.; George R. Wells, brakeman, Nashua, N. H.; Guy Brown, watchman, Manchester, N. H.; Robert Edgar, Manchester, N. H.

John Hedderman was killed upon the Stark street crossing, opposite the Amoskeag gate in Manchester, by the locomotive of freight train No. 306 from Concord, at 4.40 o'clock on the morning of November 22, 1907, while passing over the tracks from Canal street to his work in the dye house of the Amoskeag corporation. He was a man nearly seventy years of age, and had been employed by that corporation about thirty years, passing over the railroad daily, as he was attempting to do when

struck and killed. He was badly crippled by rheumatism, slightly deaf, and that morning wore a cap drawn down over his head, and a collar turned up to protect him from the weather, which was foggy and chilly. The morning was very dark. The train was due at 2.15, and was therefore two hours and twenty-five minutes late. It was running ten or twelve miles an hour. The whistle had been blown at Amoskeag and the bell was being rung by George R. Wells, a brakeman, who sat upon the fireman's seat while the fireman was attending to his fire. Of the trainmen, Wells first saw Hedderman as he turned towards the crossing from Canal street sixty or seventy feet away, and observing him as he appeared to hasten his steps and went upon the track, supposed he had got across safely until the engineer saw an object thrown into the air, said they had struck a man and instantly applied the brakes. The train was stopped as soon as possible, and an investigation showed that the old man had been hit by the beam or cylinder of the engine and thrown about fifteen feet to the side of the track, where he lay unconscious. An ambulance was at once procured to take him to the hospital, but he died before reaching it.

There is no evidence which warrants any criticism of the train crew who were all experienced, capable and faithful, or of the locomotive, cars or track, all of which were in good order, but there is reason for insisting that some measures be taken to prevent such accidents in the future upon the Stark street and other nearby crossings.

In its report upon the death of Mrs. Harriet Chaffee, who was killed upon the Dean street crossing August 5, 1907, the board said: "The crossings from Canal street over the railroad and canal into the factory yards were originally constructed and have been maintained by the manufacturing corporations. They are used mainly by operatives, of whom at least five thousand pass over them on an average of four times daily each, and by the corporation teams, but they have been generally opened to the public. Whether they have by use become public highways is a legal question which we cannot determine, and whether they have or not it is beyond our jurisdiction to prescribe the protection they should have until the matter comes to us by petition. If they are public highways, the mayor and aldermen of Manchester may require the railroad to erect and maintain gates or station flagmen, which requirement is binding, subject to appeal to this board.

"There is an immense volume of traffic upon the railroad through Manchester, and it happens necessarily that a number of trains are running by the factory gates in the morning, at

noon, and at night when the operatives are passing over the tracks. Since 1894 twelve people have been killed upon these crossings; seven of these twelve at the foot of Mechanic street, two at Dean street, and two at the Amoskeag gate, at none of which is there protection, as there should be in our judgment."

In the case now under consideration we can only repeat and emphasize this statement of facts, which needs no argument to make it conclusively convincing.

H. M. PUTNEY,
For the Board.

DEATH OF MELVIN C. DALTON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 24, 1908.

Investigation at Manchester, N. H., March 20, 1908.

Witnesses: Fred E. Mullen, brakeman, Dover, N. H.; Sylvester Seeley, conductor, East Somerville, Mass.

At many railroad stations there are so called cattle runs, for the purpose of loading and unloading cattle and sheep. Formerly these runs were stationary structures leading from landings toward and very near to the tracks, so that animals could walk upon them in going to and from stock cars properly placed upon the rails. The newer and improved ones are upon wheels and can be run out to the tracks when wanted and run back when not in use. The one at Atkinson, upon the Western Division of the Boston & Maine Railroad, is one of the old pattern, built many years ago, of plank and uprights with two decks, one for cattle and the other for sheep transported in double deck cars. It is about fifteen feet long, reaches nearly to the side track and is stationary. The evidence before us does not disclose that its length or general character has even been changed. When it was placed there it reached within about fourteen inches of an ordinary freight car standing upon the track, but since then the width of cars has been increased a foot or more, or about six inches on each side of the tracks, so that the distance between the run and a car standing by or passing it has been reduced to about eight inches.

January 28, 1908, local freight train No. 900 from North Berwick to Boston reached Atkinson at 11:32 A. M., with eleven cars and stopped to take in two others which stood a few feet apart

upon the siding. In order to do this, the engine with five cars was backed in upon the siding and after the two cars had been picked up, ran out upon the main where six cars had been left. During these operations, Mr. Mullen, a brakeman, threw the switch to let the head end of the train on to the siding or house track and Melvin C. Dalton, another brakeman, made the hitch to the first of the cars on that track, and Sylvester Seeley, the conductor, made the hitch to the second one. When these two cars had been coupled to the five with the engine, Mr. Dalton gave the engineer the motions to go ahead, and went upon the top of the rear car of the string to let out the brakes. After the engine had hauled the cars to which it was hitched, upon the main line, Mr. McWilliams, another brakeman, who was making the hitch to the cars that had been left there directly opposite the cattle run, heard a groan, and, turning around, found Dalton upon the lower deck of the run badly crushed in the hips and shoulders and suffering intensely. The injured man was taken in the caboose to Haverhill and then to the hospital there, where he died of his internal injuries at five o'clock that afternoon.

No one saw the accident, but the testimony leaves no doubt as to how it occurred. After Dalton had let off the brakes on the car where he was last seen uninjured, he went down on a ladder on its side, and was swinging himself to the ground, just as the car reached the run, and was caught between the end of it and the side of the moving car, and crushed to death, which is the account he gave during his periods of consciousness, as he was being taken to the hospital.

He was an experienced, competent, faithful man, in full possession of all his faculties, familiar with the location and his work, and lost his life in the discharge of his duties because the antiquated run had not been replaced by a modern and approved one, which could have been and doubtless would have been rolled back when not in use.

H. M. PUTNEY,
For the Board.

DEATH OF NOAH AUBIAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 24, 1908.

Investigation at Manchester, N. H., March 20, 1908.

Witnesses: Russell Warren, conductor, Springfield, Mass.; Albert M. Isham, engineer, Keene, N. H.; Leo J. Roy, Winchester, N. H.

Noah Aubian, a boy seventeen years of age, was killed in the yard of the Boston & Maine Railroad at Winchester, at 12.35 o'clock p. m., February 12, 1908, by an engine which, coupled with another, was running to Keene without any cars attached. He was a deaf mute who lived near the track, and was employed in the New England Box factory, to which he went and returned sometimes by the highway and sometimes upon the track, the distance being about the same by both routes. On the day he was killed, having eaten his dinner, he left his home and was walking up the track to his work when the engineer of the front locomotive, as it passed a crossing there, saw him on the track about one hundred and fifty feet away, blew the whistle, threw the brakes into the emergency and stopped as soon as possible, but not until the boy had been struck and so hurt that he died in five minutes after the trainmen reached him.

Deaf as he was he could not hear the whistle or the noise of the engine and was killed without knowing he was in danger. One of the family who worked with him testified that he had warned him not to go upon the track, but he replied, "He had eyes and could see, which was enough."

There was no excuse for his walking upon the track and no one else was in any way responsible for his death.

H. M. PUTNEY,

For the Board.

DEATH OF JOHN SHEA.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., March 25, 1908.

Investigation at Manchester, N. H., March 20, 1908.

Witnesses: George E. B. Smart, conductor, Nashua, N. H.; Ezra Chaplin, engineer, Nashua, N. H.

When work train No. 680 had finished its work for the day at Groton, on the W. N. & P. Division of the Boston & Maine Railroad December 9, 1907, the cars were left upon a siding at Pepperell, and the engine with a caboose, in which the workmen rode, returned to Nashua. As the engineer was going down through the west yard, running about fifteen miles an hour, on the outbound main track, it met train No. 330 on the inward bound main track and passing it, ran to Pine street, where the engineer stopped to let off the workmen who lived in the vicinity. When it stopped at ten minutes past 6 o'clock, two young men went from it in the front and told the fireman they had run over a man back in the yard, and the crew going back as soon as they could found, about seventy rods from the Pine street crossing, at the point where they had passed the rear of No. 330, John Shea, a man about twenty-five years old, who had been struck by the locomotive, and was lying upon the ground badly injured and apparently dazed. He was taken to the hospital and cared for, but died of his injuries eight or nine days afterwards.

The young men, when they first learned of and reported this accident, were at Pepperell when the engine was there and asked the conductor to give them a ride to Nashua, which he refused to do. They then made their way in the darkness to the pilot, got upon and rode on it without his knowledge until it stopped at Pine street when, as stated, they went back and reported that a man had been run over.

Mr. Shea is reported to have been an employee in a machine shop near the west yard. His home was a considerable distance away, and it was about the same distance by the street and by the railroad. The probability is that having finished his day's work at about 6 o'clock he was going home upon the track, and was either walking ahead of the work engine or stepped out from behind No. 330 when it passed and upon the other track, when he was struck and fatally hurt, his attention being directed to the train which had just gone to the west. The head-light of the work engine was burning brightly and there was a white light on either side of it and the bell was ringing. As he

was on the fireman's side he could not be seen by the engineer and was not seen by the fireman who was ringing the bell. He could have gone safely to his home by the street. He chose to walk on the track where he was a trespasser, and his mistake cost his life.

H. M. PUTNEY,
For the Board.

DEATH OF WILLIAM J. MERRY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 2, 1908.

Investigation at Lancaster, N. H., May 26, 1908.

Witnesses: Charles H. McKay, Brighton, Me.; Ephraim H. Linscott, Damariscotta Mills, Me.; Henry G. Wright, Newcastle, Me.

William J. Merry, a young man about twenty years of age, was at work on Saco bridge, No. 3, in Hart's Location, on the morning of December 8, 1906, assisting in the construction of a new bridge over the Saco river at that place, on the Mountain Division of the Maine Central Railroad.

On the bridge at that time was a rolling crane used for the purpose of hoisting material in place. This one was on a rolling truck, movable at any time by power applied from the engine. Mr. Merry was at the time engaged in operating an automatic hammer riveting bolts between the rails. The morning being very cold, twenty degrees below zero, and the wind blowing with great velocity, he, like the other workmen, was heavily muffled to protect himself from the cold.

In moving this crane on the track it was the rule for the engineer to give two blasts of the whistle when the same was to be moved forward and three blasts when the same was to be moved backward. Mr. Merry was leaning over the rail holding the automatic hammer, not hearing or seeing the approach of the crane in his direction, was caught under one of its rear wheels and instantly killed. Several witnesses appeared before the Board, workmen at work on the bridge at the time of the accident, in close proximity to the same, no one of whom could testify that he heard the signal claimed to have been given by the engineer before moving the crane. The hammer operated by Mr. Merry was necessarily noisy in the manner of its work,

and that, coupled with the fact that the wind was blowing and that he was heavily muffled to protect himself from the cold, made it difficult for him to hear a signal provided the same was given by the engineer on the moving crane. Mr. Merry was familiar with the work on the bridge, as he had been employed there for nearly seven months, but had had little experience in operating the automatic hammer.

When a moving crane is operated on a bridge where workmen are employed, and the conditions as to weather are such as existed on the morning in question, some additional warning to the workmen should be given. The crane should not, in this instance, have been moved until all the workmen on the track of the bridge were more effectually warned. Had this been done Mr. Merry undoubtedly would not have lost his life.

A. G. WHITTEMORE,
For the Board.

DEATH OF HORACE CHENEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 8, 1908.

Investigation at Lancaster, May 26, 1908.

Witnesses: William J. Silk, engineer, Portland, Me.; Robert B. Morse, fireman, Bartlett, N. H.; John A. Currier, freight conductor, Bartlett, N. H.

About 4.25 o'clock in the afternoon of June 10, 1907, as an extra freight train consisting of an engine and three cars running from Bartlett to Sebago Lake was approaching the North Conway station and while passing over what is known as the Kearsarge street crossing, it was suddenly brought to a stop by the operation of the air brakes from some cause other than the application by the trainmen. Upon investigation it was found that a bicycle badly smashed, was wedged in between the tender and first car in such a manner as to break the air hose. Upon further investigation the dead body of Horace Cheney, a boy about twelve years old, was found upon the track. There are three crossings near this point not far distant from each other, the one where this accident occurred being the middle or second crossing. The whistle had been sounded at the two crossings, and the bell had been rung continuously from the whistling for the first crossing. Both the engineer and fireman

were upon their seats in the cab, but neither saw the boy before the accident. It was subsequently ascertained that a boy of about the same age, named Pert, was coming down the street upon his wheel. As he passed, young Cheney asked him where he was going. He replied that he "was going to try and get across the track ahead of the engine to wave to the engineer." He supposed the engineer to be a Mr. Asnault with whom he was acquainted. It was necessary to cross the track to get on the side where the engineer would ride on a train running east. Young Cheney must have mounted his wheel and followed the other boy and reached the crossing too late to gain the other side. A chip about two inches long was knocked off from a slat on the pilot, which indicated that his bicycle must have hit the engine at this point. The boy was run over and terribly mangled, the bicycle became entangled in the air hose in some way opening it up and thereby stopping the train. The Pert boy fortunately passed over the crossing safely and was seen by the engineer after he had gained the other side. The fireman did not notice young Cheney from the fact that he turned to open the firebox door, and was thus engaged when the boy came down the hill, probably at a rapid pace, and ran into the engine. Had he observed him, the accident in all probability could not have been averted. The train was running about twenty miles an hour, its usual rate of speed at this place. The engineer had his train under good control in order to stop at the station if signalled to do so. This crossing was unprotected, but whether the travel is sufficient to require protection we are not able to determine, as no evidence was submitted on that point.

It appears to us that this accident was due to the carelessness of the victim. The boy was anxious to overtake his companion; his mind and attention were directed toward accomplishing that result and he did not notice the approaching train, or if he did notice it, he miscalculated with fatal results.

GEORGE E. BALES,
For the Board.

DEATH OF RUEL STILLINGS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 30, 1908.

Investigation at Lancaster, N. H., May 26, 1908.

Witnesses: Joseph Marchant, engineer, Lancaster, N. H.; George F. Glines, conductor, Portland, Me.

Ruel Stillings, about fifty-five years of age, a resident of Jefferson, was instantly killed on a crossing of the Maine Central Railroad in that town at about 1.30 o'clock P. M., December 8, 1906. Mr. Stillings, who was employed as a teamster, was driving a pair of horses attached to a hayrack. The highway leading towards the crossing over which he was traveling, parallels the railroad track for quite a distance, but several rods therefrom. There is no growth to obstruct the view, and as the train and team were both going in the same direction, the engineer had no opportunity to observe this team as it approached the crossing. It appeared from his testimony that when first seen the team was distant four or five rods from the crossing, the horses were walking and Mr. Stillings, who was seated upon the side of the hayrack with his back towards the track, did not have the reins in his hands. It was an exceedingly cold day and Mr. Stillings, who wore a cap and fur coat, was well muffled up. The usual crossing whistle was sounded at the whistling post and the bell rung. The horses were evidently frightened at the train and ran away. Mr. Stillings, not having hold of the reins, was somewhat at a disadvantage in controlling the horses. Engineer Marchant testified that as soon as he saw the horses begin to run, he applied the brakes in the emergency, put sand on the rail, and although the train, which consisted of the engine, three passenger cars and a flanger in the rear, and was running between thirty and thirty-five miles an hour, was stopped a short distance over the crossing, yet the team jumped in ahead of the engine and this fatality resulted. The team was struck between the horses and vehicle, Mr. Stillings was thrown violently to the ground, and his neck and one arm were broken. Both horses were killed.

It did not appear that there was any lack of diligence on the part of the trainmen. Just as soon as it became evident that the horses could not be controlled by their driver, the engineer made every effort to stop the train and avert what seemed to him a possible accident. It appears that the only chance to

have avoided this accident was for the driver to have reined his horses into an open field, but quite likely when he got possession of the reins it was too late and the horses were too frightened to be easily guided.

With grade crossings in existence, accidents similar to this one are bound to occur with far too great frequency. The evidence was to the effect that the train was running as usual, that the appliances were in perfect order, and that the engineer was attentive to his duty.

GEORGE E. BALES,
For the Board.

DEATH OF PETER SMALL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 30, 1908.

Investigation at Lancaster, May 26, 1908.

Witnesses: Joseph S. Marchant, engineer, Lancaster, N. H.; Isaac Bartlett, foreman, Lancaster, N. H.

Peter Small, a man about seventy years of age, had been employed as a farm hand on a farm about a mile from the village of Lancaster. In going from the farm to Lancaster it had been his custom to walk the distance on the track of the Maine Central Railroad, it being nearer than the highway.

On August 7, 1907, the day in question, Mr. Small left the farm at about 7.30 P. M. to go to Lancaster, and his body was found lying on the track at about 11.13 P. M., one half mile from the farm toward Lancaster, after a train that was due in Lancaster at 11.15 P. M. had passed the place. From the appearance of the body it was evident that he had been dead some time, as the same was cold. The last previous train that passed that point was passenger train No. 166, which passed at 8.45 P. M. He was not seen by the engineer or fireman of either train. Dr. Leith, who examined the body soon after the same was discovered, said that in his opinion Mr. Small had been dead several hours, and that from examination of the body life was extinct before he was struck by either train.

Mr. Small was a trespasser upon the railroad right of way, he using the same in preference to the public highway, the distance to Lancaster being shorter by the railroad track than by the highway. From the nearness of the place to the Lan-

caster depot, it being just within the yard limits, the engineers, as they testified at the trial, must have been watching out and would have seen Mr. Small had he been standing on the track when struck by the engine. They not seeing him corroborates the theory advanced by Dr. Leith, that the man died from natural causes, and that he must have been lying on the track when struck. Consequently this accident was in no way attributable to any neglect on the part of the trainmen.

A. G. WHITTEMORE,
For the Board.

DEATH OF FRANK E. TILTON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 28, 1908.

Investigation at Manchester, September 24, 1908.

Witnesses: Amos E. Johnson, conductor, and Mark Stone, engineer.

Frank E. Tilton, a brakeman upon a way freight, No. 908, was fatally injured in the yard of the Boston & Maine Railroad at Exeter, April 30, 1908, at 8.55 p. m. The crew, which consisted of an engineer, fireman, conductor, two brakemen, and a flagman, had been down to the shoe shop and taken out a car. The engine was backing up on the main line with Mr. Tilton upon the first of the two cars attached to it, and was stopping to take water when he stepped down from the top of the car to the water tank, made a misstep or slipped and fell across the rail. The engine had almost stopped and the wheel did not run over him, but rolled up against his body and inflicted internal injuries, of which he died two hours after he was taken to the hospital. His object in stepping from the car to the water tank was to assist the fireman in turning the valve, which he was under no obligations to do under the rules, but which he and other trainmen often did and is to be considered in the line of his duty. He was forty-six years of age, an experienced brakeman, and a man of good habits and excellent reputation among his associates.

H. M. PUTNEY,
For the Board.

DEATH OF LUTHER PURINGTON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., September 29, 1908.

Investigation at Manchester, September 24, 1908.

Witnesses: John E. Hooper, fireman, Sanbornville, N. H.; Irving S. Edgerly, station baggagemaster, Rockingham Junction.

Luther Purington was, on February 11, 1908, at about 11.47 o'clock, struck by passenger train No. 60, as it passed the crossing at the Rockingham Junction station.

Mr. Purington had been about the station all the forenoon visiting occasionally a saloon in the immediate vicinity. It was at about 11.45 A. M., after the flagman had dropped the gates for passenger train No. 60 at the Rockingham Junction crossing, that Mr. Purington crowded himself by the end of the gates to the flagman's shanty. He was standing there by the shanty two or three minutes before the train approached the crossing. The flagman notified him that the train was coming and cautioned him to look out. Had he remained where he was then standing, by the flagman's shanty, he would not have been injured, but as the train was approaching the crossing, and when about fifty feet distant therefrom, he attempted to cross the track and was struck by the engine and fatally injured.

Mr. Purington knew the train was approaching, but he was so much under the influence of liquor that he could not have fully comprehended the danger he was subjecting himself to in attempting to cross the track. The train was running at a moderate rate of speed, as it was slowing up to stop at the station. The flagman, after warning Mr. Purington not to attempt to cross the track, started up the track to flag the rear end of the train as had been his custom. On looking back he saw Mr. Purington attempting to cross the track and he shouted an additional warning to him, but he paid no attention to the warning.

This crossing was protected by gates, the gates were lowered, the engine bell was ringing, and the crossing whistle had been sounded. All these precautions, however, are of no avail in protecting a man under the influence of liquor who attempts to cross the railroad track directly in front of an approaching train, as it is a physical impossibility to stop the train in so limited a space.

A. G. WHITTEMORE,
For the Board.

DEATH OF JAMES BARRETT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., September 29, 1908.

Investigation at Manchester, September 24, 1908.

Witnesses: Harry H. Sinclair, engineer, Portsmouth, N. H.; Walter H. Smart, fireman, Portsmouth, N. H.; Benjamin D. Miller, switchman, Portsmouth, N. H.; N. Marshall Putnam, Portsmouth, N. H.

James Barrett, a young man about thirty years of age, while walking on the track in the Portsmouth yard of the Boston & Maine Railroad at about 5.25 P. M., on June 15, 1908, was struck by a locomotive and fatally injured.

It appeared that Mr. Barrett had been at work shoveling coal from a car upon what is known as the Jones' siding, about one half mile distant, and was returning to his home. Instead of taking the traveled highway he followed the railroad track through the Portsmouth yard, and when first seen was walking between the east and west bound tracks of the main division. At that time the engine that hauls the Dover & Portsmouth train had left the roundhouse and was running through the yard for the purpose of being attached to the passenger coaches, which were standing in the depot. In order to take its position on the train the engine is run through the yard and then, as it approaches the depot, takes the siding that runs west of the depot, past the same to the east end thereof. As the engine was passing through the yard the engineer observed Mr. Barrett walking between the two main tracks, and when within three hundred feet of the depot Mr. Barrett, without the slightest warning and without looking back, stepped immediately in front of the Dover engine, and before the engineer could possibly stop the same was struck and fatally injured. The engine was stopped as soon as possible and Mr. Barrett was removed to a hospital, where he died some two weeks later. The bell of the engine was ringing at the time, as testified to by the fireman. There was a train standing in the depot headed towards Boston, and Mr. Barrett probably having his mind on that train did not realize that the engine was approaching on the track which he stepped on to.

The distance from the place where Mr. Barrett had been at work to his home was no greater by the public highway than by the railroad track, and why he took the railroad track in preference to the public highway we do not know. His choice of

the railroad right of way and his act of stepping on to the west bound track directly in front of the approaching locomotive resulted in the fatal injury to him. This sudden and unexpected change of position on the part of Mr. Barrett gave the engineer no possible chance to stop the engine in time to prevent the accident.

A. G. WHITTEMORE,
For the Board.

DEATH OF LAWRENCE REED.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., September 29, 1908.

Investigation at Manchester, September 24, 1908.

Witnesses: O. F. Dubois, brakeman; John Raymond, conductor.

Lawrence Reed, a man about thirty years of age, was fatally injured at about 7.09 o'clock P. M., on July 6, 1908, in the freight yard of the Boston & Maine Railroad at Epping, N. H.

It appeared that on a siding in the Epping yard there were four cars standing, when at about 7.09 P. M. freight train No. 270 of the Worcester, Nashua & Portland Division of the Boston & Maine Railroad had occasion to set off on to the same siding four additional cars. In order to make room for the same the four cars that were standing there were pushed farther in on to the siding. Mr. Reed was in the yard and for some cause was sitting underneath the stationary cars. None of the train crew of No. 270 knew of his presence there, and when the four cars were pushed ahead Mr. Reed, in attempting to crawl out from underneath the cars, was caught and run over, resulting in injuries from which he afterwards died. As soon as his presence was discovered he was taken into the saloon car on the freight, two doctors were called, and he was conveyed to the Sacred Heart hospital in Manchester, where he soon afterwards died.

Mr. Reed stated that he lived in New York and was looking for work. Evidently he was tramping and may have been in the freight yard for the purpose of stealing a ride on some freight. This accident was the direct result of his carelessness in deliberately putting himself under the freight cars that were standing in the Epping yard.

A. G. WHITTEMORE,
For the Board.

DEATH OF CHARLES S. BOYD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 5, 1908.

Investigation at Manchester, September 24, 1908.

Witnesses: William F. Thomas, engineman, •Portland, Me.; Robert W. Collins, section foreman, Seabrook, N. H.

In the early morning of March 13, 1908, the section foreman discovered the dead body of a man beside the track at a point distant about half a mile from the Hampton Falls station on the Eastern Division of the Boston & Maine Railroad. The identity of the body was at first unknown, but it was subsequently learned to be that of Charles S. Boyd, a resident of Seabrook, N. H. The situation of the body and nature of the injuries sustained indicated that the victim had been struck by a passing train and probably instantly killed. The body was found on the east side of the track and about twelve feet from the outward rail, making it apparent that he was hit by an east bound train. Upon inquiry it was ascertained that the engineer of train No. 71, running from Boston to Portland, upon arrival at Portsmouth the evening previous had discovered upon his engine evidence that someone had been struck. This train passed the point where Mr. Boyd met his death at about 8.25 o'clock. The engineer testified that his train was running about forty miles an hour, that he was upon his seat in the cab but saw nothing upon the track. It is quite probable that Boyd was asleep upon the track and, in the darkness, was unobserved by the engineer. Evidence was submitted that he had been in Hampton during the afternoon and was seen under the influence of liquor. At about five o'clock he was taken from the track about half a mile from the place where he was killed, and was then badly intoxicated. About the body was broken glass and there was a strong odor of liquor. The condition of the victim was apparent. He resided about five miles from the place where the accident occurred. There is no crossing near, except a private marsh crossing which is seldom used, and which was distant about fifty feet from the place where he was struck. Mr. Boyd would have no occasion to use this crossing. The evidence points to but one conclusion: Mr. Boyd was a trespasser, and his death was due to his intoxicated condition.

GEORGE E. BALES,

For the Board.

DEATH OF CHARLES CUMMINGS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 5, 1908.

Investigation at Concord, October 1, 1908.

Witness: J. S. Wicomb, general yardmaster, Nashua, N. H.

A tramp, who gave his name as Charles Cummings, and said he was from New York City or any old place, was found fatally injured upon the tracks of the Boston & Maine Railroad in the east yard at Nashua, at half past five o'clock p. m., July 3, 1908, where he had been run over by a freight car that was set in on a siding. He was seen about four o'clock that afternoon intoxicated and staggering toward the south, between Crown and Hollis streets, and the next known of him was when he was found by the yardmaster with his left leg across the rail, and his head covered with blood. An ambulance was at once called and he was taken to the hospital, where he died two hours afterwards. Nothing is known of his antecedents or where he came from or where he was going.

H. M. PUTNEY,
For the Board.

DEATH OF ANDY McARTHUR.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 5, 1908.

Investigation at Concord, October 1, 1908.

Witnesses: Hayden Woods, engineer, West Lebanon, N. H., and Benjamin M. Reynolds, Lebanon, N. H.

The lifeless body of Andy McArthur, a man about forty-five years old, who was employed in a mill at Lebanon, and boarded in a house not far from the railroad, was found upon the track soon after 3.30 o'clock on the morning of July 4, 1908, not far from where he boarded, by Hayden Woods, the engineer of a helping engine, on its way from West Lebanon to Canaan. When Mr. Woods, with his engine, had passed over the Lebanon crossing about half a mile, he saw about a hundred feet ahead of him what he at first thought was a coat between the rails, and

afterwards saw was the body of a man, which, upon investigation, proved to have been run over by a preceding extra engine going in the same direction about two hours before, and cut into pieces. Mr. Reynolds's engine also ran over the remains before it could be stopped.

There is no evidence to show how McArthur came to be upon the track. He was seen upon the street the evening before the Fourth and was at the station when the evening train went by. There is some evidence that he was celebrating the anniversary, and in all probability he had started to go to his boarding place, the nearest way from where he was last seen being over the railroad, but whether he had laid down and was asleep between the rails or was walking there can not be ascertained. None of the men on the engine that first struck him saw him, and there were no marks upon it indicating that it had passed over him.

H. M. PUTNEY,

For the Board.

DEATH OF WILLIAM D. LEES.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 6, 1908.

Investigation at Concord, October 1, 1908.

Witness: M. J. Moriarty, police officer, Manchester, N. H.

William D. Lees, a man about seventy years of age, was found on July 31, 1908, lying fatally injured beside the north bound track of the Boston & Maine Railroad in the city of Manchester, N. H.

Mr. Lees was a man who had been living at the Merrimack County Farm in Boscawen, and some few days previous to this accident had been allowed to leave the farm for the purpose of visiting relatives at Suncook. On July 31 he had visited Manchester and at about 9 o'clock P. M. was found by Mr. Moriarty, a Manchester police officer, lying beside the track of the Boston & Maine Railroad about one hundred feet north of the Granite street crossing. At first sight he thought the man was simply intoxicated, but on investigation found that one leg had been severed. There were no bruises on the body which would indicate that he had not been struck by a locomotive. He was removed to a hospital, where he died a week later.

For what purpose Mr. Lees was on the railroad right of way is not known. It may have been his intention to walk to Suncook, as presumably in his situation he was without means. The engineer and fireman of the train that ran over him reported that they did not see him on the track. Therefore, it is probable that in his feeble condition he may have laid down beside the track and fallen asleep, and in this position the train passed over his leg.

When a man of Mr. Lees's age and condition uses the railroad right of way instead of the public highway to walk on, an accident of this kind can reasonably be anticipated. The use of the railroad right of way by pedestrians is the cause of a large number of fatal accidents and the same should be prohibited by more stringent legislation.

A. G. WHITTEMORE,
For the Board.

DEATH OF JAMES McKIERNAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 20, 1908.

Investigation at Concord, October 1, 1908.

Witness: C. E. Norris, druggist, Warren, N. H.

James McKiernan, a man of whose antecedents nothing has been learned, and whose identity was established only by a Moulders' Union card which was in his clothing, was found in a dying condition beside the railroad track in the village of Warren, in the early morning of July 8, 1908.

As Mr. C. E. Norris, who was in the habit of taking an early morning walk, was passing over the highway crossing about 4.30 o'clock he noticed something unusual beside the track. Upon investigation it proved to be this man, badly injured about his head, but still breathing. The town authorities were at once notified and all possible assistance was rendered. He was taken on the next train north to the hospital at Woodsville, where he died the following day. This man, accompanied by another man, both strangers, were seen about the town of Warren during the day previous to the accident. So far as we could learn no one knew from whence they came or in what direction they were traveling. Both were seen somewhat under the influence of liquor during the day. Mr. McKiernan had evidently wan-

dered upon the railroad, laid down beside the track and had fallen asleep, or become unconscious from the effects of the liquor he had drunk. His head was very close to the rail of the main line with the body extending at right angles. He had removed his coat and had carefully folded it, which, with his hat, was found beside him, indicating that in his intoxicated condition he imagined himself in a secure place, and unmindful of any danger had fallen asleep. His injuries consisted of a fractured skull and other bruises about the head. He was evidently struck by the pilot of some engine which passed during the night. The place where he was found was distant about seventy-five feet north from a highway crossing. The man was apparently about thirty-five years old.

This is another of the long list of fatalities where the victim's habits cause his death.

GEORGE E. BALES,
For the Board.

DEATH OF HENRY H. LYNCH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 23, 1908.

Investigation at Keene, N. H., October 20, 1908.

Witnesses: Samuel G. Ramson, North Walpole, N. H.

A few minutes before 11 o'clock on the evening of April 20, 1908, a switch engine, which had been at work in the Boston & Maine yard at North Walpole, pulled a train to which it was attached, upon the inward track to allow the Montreal express from Springfield to White River Junction to pass.

Samuel G. Ramson and Henry H. Lynch were two of the brakemen, and started to walk back over the train to the rear end with Ramson six or eight feet ahead of Lynch, talking as they went. When Ramson reached the rear car he turned around so that he faced Lynch, who remarked that he was never so cold in his life, and an instant later seemed to step deliberately down between the two rear cars, falling across the rail. The train was moving very slowly, but before it could be stopped one pair of trucks ran over him and crushed him so badly that he died an hour and twenty minutes afterwards.

It was a cold raw night, and both the men were dressed warmer than usual and carried lanterns. The tops of the cars

were dry and level with each other. There was no jolt that caused Lynch to fall and nothing to show that he slipped, and the only reasonable explanation of his misstep is that of his fellow workman, Ramson, who thinks that he miscalculated the distance between the two cars, perhaps because one of the lanterns cast a shadow or light so as to deceive him.

He was an experienced, competent man, about fifty years of age, and familiar with the yard and train movements there.

It does not appear that either he or any one else was in any way at fault.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN H. SHEA.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 27, 1908.

Investigation at Keene, N. H., October 20, 1908.

Witnesses: Herbert W. Plaisted, engineer; Patrick J. Ryan, fireman.

John H. Shea, a conductor of a freight shifter crew, was fatally injured in the Boston & Maine freight yard at Keene, N. H., on the sixth day of March, 1908.

Mr. Shea was about thirty-nine years of age, and had worked in the Keene yard several years, was familiar with the work of shifting, and a man of exemplary habits. On March 6, 1908, about 2.35 P. M., with his switching crew, he went to the repair yard to take out some engine tanks. His engine, No. 204, hitched on to five locomotive tanks, drew them out of the tank yard, backed down the local track, intending to set off two tanks and put the other three back in the repair yard. He had given his engineer the signal and stepped between the cars, before they had fully come to a stop, for the purpose of uncoupling the two tanks that he was to leave. In doing this he in some manner slipped and fell between the trucks and was run over. There was some snow on the ground, which may have caused him to slip. No one saw him when he fell, but the engineer heard his outcries, and immediately stopped the train, and on investigation found that one wheel had passed over him. He lived only a few hours, dying at 6 o'clock that evening.

The train was fully under Mr. Shea's control, he being conductor, and directing the movements of the same, as the engineer took orders directly from him. Before attempting to uncouple the two tanks he should have waited until the train had come to a stop, thereby avoiding the possibility of an accident.

A. G. WHITTEMORE,
For the Board.

DEATH OF GEORGE W. HOBART.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 27, 1908.

Investigation at Manchester, October 23, 1908.

Witnesses: T. W. Burns, yard conductor, Nashua, N. H.; J. W. Provencher, switchman, Nashua, N. H.

George W. Hobart of Nashua, N. H., employed as a switchman in the Nashua freight yard of the Boston & Maine Railroad, on September 18, 1908, at 7.10 o'clock P. M., was run over and fatally injured. Mr. Hobart was about thirty-six years of age, and had been employed as switchman in the freight yard at Nashua two years or more.

On the night in question a string of freight cars was being subdivided, i. e., set onto different sidetracks. The cars were marked so as to show the sidings they were to be run on. Mr. Hobart was last seen going towards the train for the purpose of observing these marks, so as to enable him to give each car its proper siding. He was found soon after beside the track with his back broken, presumably having been struck by the moving train. Medical attendance was immediately summoned, and he was taken to the hospital at Nashua, where he was cared for. He died at 5 o'clock the next morning.

As no person saw Mr. Hobart when he was struck by the moving train the exact manner of this fatal accident will probably never be known. The explanation given by his companions at work in the yard, namely, that it being dark, he attempted to cross the track before the entire train had passed, and was struck by a coal car in the rear of a box car, he thinking the box car was the last car of the train, seems to us to be as reasonable as any that can be adduced from the evidence before us. Mr. Hobart was a man of excellent habits and a faithful and competent employee.

A. G. WHITTEMORE,
For the Board.

DEATH OF GUY ROBSHAW.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 29, 1908.

Investigation at Concord, N. H., October 1, 1908.

Witnesses: George W. O'Malley, engineer, Woodsville, N. H.; Joseph Miller, fireman, Woodsville, N. H.; Marshall E. Locke, station agent, North Haverhill, N. H.

Guy Robshaw, a young man about nineteen years of age, whose residence was at Woodsville, was fatally injured at North Haverhill August 15, 1908. Young Robshaw was learning telegraphy at the North Haverhill station, and was accustomed to come down from his home on the morning train, returning at night. He was not in the employ of the railroad or of the station agent, but was learning the business of telegraph operator, rendering in return such assistance as the agent might require. He first entered this office in July, 1907, remaining until September of that year. He was absent during the winter, but returned the latter part of May, and was continuously engaged until the date of the accident. He was therefore entirely familiar with the movements of trains at that station.

Passenger train No. 5 runs between Concord and Woodsville. When on schedule time it meets other trains at the North Haverhill station, and always takes the siding to allow these trains to pass. On the day of the accident to Mr. Robshaw this train No. 5, which was running north, met the south bound trains at Haverhill; this was exceptional, not having occurred more than once or twice during the summer. Having a clear track the train came into North Haverhill on the main line. As the train approached the station Mr. Robshaw left the ticket office with a small express package and some mail matter to deposit on the train. Apparently he forgot that it would come in on the main line, walked upon the track, was struck by the engine, receiving injuries from which he died the next morning at the hospital in Woodsville, to which he was removed immediately after the accident. It was about nine hundred feet down to the switch, which would have sent this train in on the siding, and he would have had ample opportunity to observe the train as it neared the station had he paid any attention. He had seen the dispatches, and was aware that the trains were not to meet at that station. He must have known, had he given the matter any thought, that this train would be upon the main line. He had lost his right

leg and used an artificial limb which impeded his walking to a certain extent. But probably this in no way contributed to the accident. The train was moving slowly, running only about thirty feet after he was hit. It does not seem possible from the evidence which we were able to obtain that the accident could have been averted, and it does not appear to be due to any cause other than the carelessness of the victim.

GEORGE E. BALES,
For the Board.

DEATH OF ALBERT M. ISHAM.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 6, 1908.

Investigation at Keene, N. H., October 20, 1908.

Witness: Patrick J. Ryan, fireman, Keene, N. H.

Albert M. Isham, a locomotive engineer, employed by the Boston & Maine Railroad, was fatally injured, near Marlborough, on the Fitchburg Division, August 1, 1908, about 9.30 o'clock A. M.

There are located at Keene repair shops where the rolling stock of the road is put into serviceable condition. Whenever an engine has been repaired, before it is put into commission, it is thoroughly tested to ascertain if the bearings and the repaired work is in good working order. This testing process consists of running the engine light, as it is termed, when no cars are attached, and connecting with a train to determine if the engine works satisfactorily under such conditions. When "breaking in" an engine the engineer is expected to closely observe the working parts, see if the bearings are getting warm and quite frequently to go out on the running board and work out on the front end of the engine to examine the cylinder and other running gear. Experienced and capable men are assigned to this work because of its importance.

On the morning of August 1 last, Engineer Isham, with Fireman Patrick J. Ryan, was ordered to "break in" locomotive No. 1174, which had just been repaired at the Keene shops. The engine was run down to the water plug, headed west towards Bellows Falls. A double header freight was just pulling out of the yard bound for Fitchburg. Engine No. 1174 was run in behind this train and pushed up against the caboose. It was intended to run out as far as Troy, N. H. When distant about

half a mile from the objective point, the fireman first noticed the absence of his engineer. Search was at once made about the engine and inquiry made of the men in the caboose. He could nowhere be found, and the conclusion was forced upon them that he must have fallen off. The train had then passed through Troy, the engine still coupled to the caboose. It was at once disconnected and run back to Troy. Here a message was received from Marlborough that passenger train No. 514 had found Mr. Isham beside the track, lying upon the ground in an unconscious condition and badly injured. He was brought on this train to Troy, and his injuries were found to be of such a serious nature that he was taken to Winchendon hospital, where he died about 1 o'clock in the afternoon of the same day, without regaining consciousness. Subsequently a thorough examination was made of the place where the unfortunate man was found beside the track. Here was a side track upon which was a car loaded with lumber. It was a long car loaded in two piles with a space between near the center. The car was properly loaded in every respect without anything projecting outside of the stakes. Hair was found upon the lumber at the west end of the east pile, the car being north of the main line. Mr. Isham was found near the east end of that car, which indicated that after striking the lumber he had rolled along a short distance.

Fireman Ryan estimated that the accident must have occurred about 9.28 o'clock, and he testified that about five minutes previous he was standing beside his seat and had remarked to him how well the engine was working. It is supposed that directly thereafter Mr. Isham must have gone out on the running board to make a further inspection, and in some way fell off, striking the lumber on the car upon the siding. The fireman testified to making experiments upon this engine placed alongside the loaded car, both upon the running board and in the gangway, and it was not possible to reach the lumber in any natural position which one would take in the pursuance of the work in which Mr. Isham was engaged. The tracks were sufficiently far apart to afford a good clearance. It appears to us that he must have been overcome by dizziness or a sudden attack of illness that caused him to lose full control of himself.

He was a man of excellent habits, about forty-two years of age, with eighteen years' experience as an engineer. So far as known he was in his usual good health, and was a particularly alert and active man. The train was being handled in the usual manner, and the locomotive upon which he was riding was in every respect working out satisfactorily.

There were no complications, which removes the accident from the class that are purely accidental.

GEORGE E. BALES,

For the Board.

DEATH OF ANDREW JENSEN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 6, 1908.

Investigation at Manchester, October 23, 1908.

Witnesses: George E. Terris, engineer; Walter S. Johnson, brakeman.

Andrew Jensen, a single man, about thirty years of age, who resided at Worcester, Mass., employed as a locomotive fireman, was instantly killed near West Rochester, August 3, 1908, at 10.15 o'clock P. M. He was engaged in the discharge of his duties as fireman on freight train No. 342, which runs from Portland to Boston, had fixed the fire, and as the engine entered a covered bridge between West Rochester and Rochester, stepped out between the tender and engine, for what purpose it is not known, fell from the train and was instantly killed. The head-brakeman was riding in the engine at the time, but neither he nor the engineer noticed the absence of the fireman until the train had gone a considerable distance. Upon finding that he was missing the train was brought to a stop, backed up until the body of Mr. Jensen was found in the bridge between a stringer and the side of the bridge, about thirty feet in from the end. His head was terribly injured, indicating that death must have been instantaneous. It appears that firemen are accustomed to lean out of the gangway to observe the stack, and this might have been his purpose. As it was rather a warm night he might have leaned out to obtain better air. There are two suggestions as to the manner in which this accident occurred. He might have been blinded by the glare of the fire box and, failing to grasp the handles, had plunged headlong into the bridge. Again he might have been leaning out to watch the stack and was struck by the side of the bridge. As he was a very tall man the latter conjecture seems more probable. Mr. Jensen had run on this division, but not for some time. He had had two years' experience as a fireman, and so far as could be learned was a man of good habits, and was in his usual good health on the day of the accident.

This bridge was similar in construction and with the same clearance as other bridges on the road. As no one saw him fall it is absolutely impossible to determine with certainty just how the accident happened.

GEORGE E. BALES,
For the Board.

DEATH OF PERCY H. RUSSELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 9, 1908.

Investigation at Manchester, October 23, 1908.

Witnesses: Sylvester Seeley, freight conductor, East Somerville, Mass.; George E. Whittle, freight brakeman, Greenwood, Mass.

Percy H. Russell, a freight brakeman, in the employ of the Boston & Maine Railroad, was fatally injured while in the discharge of his duties at Salmon Falls July 8, 1908, at 9.55 o'clock P. M.

Train No. 905 is a local freight running over the Western Division between Boston and North Berwick. On the day of the accident to Mr. Russell, the train was made up of about the usual number of cars loaded with general merchandise, and there was more or less shifting at the numerous stations along the route. This train arrived in Salmon Falls quite late, being nearly three hours behind schedule time. In using this yard for shifting when trains are running east, all work is done ahead of the engine. The crew had been engaged for nearly an hour in making the necessary shifts, and had reached the last movement to be made, which was to throw two box cars next ahead of the engine on to what was known as the "house track." Mr. Russell was on top of those two cars by order of the conductor, and it was his duty to draw the pin disconnecting them from the engine, when sufficient momentum had been given them, and ride them to their destination at the freight house. It was his duty, of course, to control those cars by a proper application of the brakes. For some reason he failed to do this and they struck the bunting post with tremendous force. Hearing the report of the concussion the conductor hastened to ascertain if anything had been damaged. His attention was at once attracted by a groan, and Brakeman Russell was found under

the first car with one wheel resting partly on his body. He was placed in the caboose to be removed to the hospital at Dover, but died before reaching there. Mr. Russell was about thirty-five years old, of several years' experience as a brakeman, had worked upon this division, was entirely familiar with this yard and had often performed the particular work in which he was engaged when he met his death. He was also fully aware of the length of this siding, and in view of these facts it is difficult to explain this accident. The brakes upon both cars were in working order and they were in all respects properly equipped. It was found that the brakes on neither of the cars had been set. Apparently they struck the bunting post so violently that he was thrown off. It was quite dark, and he must have been taken unawares, the cars evidently having more momentum than he anticipated. The evidence, however, was to the effect that the cars were not moving rapidly. No one can be blamed for his untimely death.

GEORGE E. BALES,

For the Board.

DEATH OF GEORGE McDERMOTT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 3, 1908.

Evidence submitted by affidavits by the following named affiants: John McGovern, laborer, Providence, R. I.; Richard De-Fox, laborer, Randolph, Mass.

On the morning of November 5, 1908, the body of George McDermott was found on the tracks of the White Mountain Division of the Boston & Maine Railroad, near the Northfield station. Later in the day, two companions of McDermott's were located in Concord, N. H. They stated that, with McDermott, they were stealing a ride on a freight train south, and that McDermott, who was badly intoxicated, fell from the train. It appears that with his companions, he had been to Lincoln, N. H., in search of work; they were successful in obtaining a job in the lumber operations in that vicinity, but the work proved too hard and they had decided to return to Boston, which they had left a few days before. Not having funds sufficient to purchase a supply of liquor and to pay for their transportation they chose to invest in the former, and take their chances of getting back

to Boston by jumping freight trains. At the time of the accident they were riding on the rear end of an oil car, McDermott in the center, with DeFox and McGovern on either side. All had been drinking to a considerable extent, but McDermott's condition was much worse than the others. For a time McGovern held him by the arm to prevent him from falling; this act, however, was resented by McDermott, who said, "I can take care of myself, and you had better look out for yourself," at which McGovern released his hold, and shortly thereafter, when the train was running at a high rate of speed, Mr. Dermott slipped off and was undoubtedly instantly killed. None of the railroad employees were aware of the accident at the time, and from the statements of the men who were with him, it seems that he simply lost his hold on account of his condition, and fell underneath the wheels.

He was a hatter by trade, twenty-eight years of age, and unmarried.

GEORGE E. BALES,
For the Board.

DEATH OF JAMES SLAMMEN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 5, 1908.

Evidence submitted by affidavits by the following named affiant: Charles Edward Magee, brakeman, East Buffalo, N. Y.

During the early evening of November 30, 1908, as C. E. Magee was leaving the North Union station in Boston, where he had been to bid a friend good-by, he was accosted by a man who was partially intoxicated, and who asked him where he could get a train for Burlington or up that way and said he had no money with which to buy a ticket and must go on a freight. Mr. Magee told him if he wanted a freight he must go over into the yard and he went away towards Charlestown. At 8.30 o'clock Magee, who was a brakeman on the New York Central, between Buffalo and Syracuse, and wished to return to his work via Montreal, took the Boston & Maine train to Lowell and reached that city at 9.10. He left the train there intending to take freight No. 271 for Concord, but as it did not stop he waited for No. 273, and getting into one of its cars made his way, without being seen, to Concord, where he arrived about 3 A. M., and heard a

man had been killed in the yard there that night by No. 271. Going to the undertakers he identified the remains as those of the man he had talked with in Boston, who had told him his name was James Slammen, and who had undoubtedly stolen a ride upon No. 271, and either fallen from the train or been run over by it when he was leaving it in the darkness and fog. Nothing has been learned of his antecedents.

H. M. PUTNEY,
For the Board.

DEATH OF ROMEO ROCHEFORD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 5, 1908.

Investigation at Manchester, December 4, 1908.

Witness: Ernest Therrien, Manchester, N. H.

Romeo Rocheford and Ernest Therrien, two boys about sixteen years of age, who lived with their parents, and worked in the Manchester factories, were accustomed nearly every evening in the summer to go down to the railroad track and jump upon a freight train that passed about 8 o'clock at Bridge street, ride up to Amoskeag bridge and then jump off and walk back to their homes. On the evening of September 14, 1908, they went as usual to the Bridge street crossing and at 8 o'clock, when freight train No. 266 reached there, Rocheford caught on to the head end of the tenth car and Therrien on to the rear end. Rocheford then climbed up the ladder and, as is supposed, tried to pass over the box car to his companion who was standing upon the couplers between that car and the one next in front of it, and fell between the two upon the track, as the train was passing Langdon street.

Seeing him fall, Therrien at once swung himself to the ground and going back found him with one leg and arm crushed, and his body badly mangled by the wheels that had run over him. Assistance was summoned as soon as possible and he was taken to the hospital, where he died at 12 o'clock that night. None of the train men saw either of the boys before or after the accident or knew that one was hurt until the next morning. Neither of the boys had any excuse for being upon the train or the track. As Therrien testifies, they were simply stealing a ride for fun, as a great many boys are accustomed to do, and

one of them paid the penalty for his folly with his life, as others have, and others will in spite of all railroads can do to prevent it.

H. M. PUTNEY,
For the Board.

DEATH OF CHARLES W. TUTTLE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 7, 1908.

Investigation at Manchester, December 4, 1908.

Witness: M. J. Cullinan, conductor, Newburyport, Mass.

The dead body of Charles W. Tuttle, whose home was in Greenland, six or seven miles away, was found at Emery's siding in the west end of the Boston & Maine yard at Portsmouth, at 2 o'clock A. M., December 4, 1908, by M. J. Cullinan, the conductor of freight train No. 244, from Portsmouth to Boston, when he was pulling the pin on a car in the train. The body was badly crushed and had been dead several hours. It had evidently been run over during the night, but no testimony discloses by what train or why Mr. Tuttle was there.

The remains were taken in charge of by the undertakers and medical examiner, who were summoned by the conductor.

H. M. PUTNEY,
For the Board.

DEATH OF THOMAS McKEE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 7, 1908.

Investigation at Manchester, December 4, 1908.

Witness: Charles E. Stevens, conductor, Somersworth, N. H.

As passenger train No. 36 on the Western Division of the Boston & Maine was running between Powwow River and Newton Junction about 6.35 A. M., October 26, 1908, Charles E. Stevens, the engineer, discovered the dead body of a man upon the track. The train was stopped, and trainmen, by inquiry, became satis-

fied that the body was that of Thomas McKee, who with two others was stealing a ride on a freight, and had fallen off and been run over some hours before. Later it was ascertained that McKee had been drinking a great deal and was hardly in condition to take care of himself, but persisted, against the advice of his relatives, in going upon the train. His companions disappeared after he fell and can not be located.

H. M. PUTNEY,
For the Board.

DEATH OF TIMOTHY BOHAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 14, 1908.

Investigation at Manchester, September 24, 1908.

Witnesses: Charles O. Hill, engineer, Portsmouth, N. H.; Herbert Seavey, fireman, Portsmouth, N. H.; James G. Driscoll, laborer, Portsmouth, N. H.

A passenger train, No. 75, which runs from Boston to Portsmouth, was approaching the latter city and when distant about a quarter of a mile from the station about 6.37 o'clock, on the evening of June 12, 1908, Timothy Bohan, a boy about nine years of age, ran out from under a freight car upon the track directly in front of the locomotive, was struck, and received injuries from which he died shortly after.

The grade is descending from a point distant about one and one half miles from the Portsmouth station, and there is a crossing at the top of the hill. The engineer testified that the usual whistle was sounded at this crossing and one long whistle at the junction of the Southern Division with the main line, which was distant about a quarter of a mile from the place of the accident. That these whistles were given and the bell rung while the train was passing through the yard there appears to be no doubt. Train No. 75 consisted of a locomotive and four cars, and, as usual, was drifting down the hill, with the brakes on sufficiently to keep it under control, and was moving at the rate of about twelve miles an hour. When the boy was first seen by the engineer emerging from under the freight car, which was standing upon a side track next to the main line, the engine was within about a car length from him. Immediately the engineer sounded a loud blast on the whistle to which the

boy paid no heed. Almost instantly thereafter he was struck. The engineer was an experienced man, had been twelve years on this run and without any doubt did everything in his power to prevent this accident.

James G. Driscoll, who witnessed the accident, testified that this boy with a small companion came down Langdon street, which terminates at the railroad right of way, crossed several tracks, and darted under a box car and upon the main line where he was struck. Mr. Driscoll hearing the approaching train realized that an accident was inevitable, shouted a warning to the boy, but it was unheeded. Another man who was with Mr. Driscoll made an outcry, but to no avail. This boy lived at the corner of Langdon and Brewster streets, and it is supposed that he was going to a pond on the opposite side of the railroad yard, where other boys were swimming. To pass from the end of Langdon street to the pond it was necessary for him to cross fifteen tracks, certainly a very hazardous course for a boy of his years to take. There are several streets located similar to Langdon, and at the foot of each street are placed signs warning the public against trespassing upon the railroad. There is, however, no protection by fence or otherwise, and inasmuch as boys are frequently seen upon the tracks, perhaps due to the location of this pond, we believe that the public safety requires additional protection. We therefore recommend the erection of suitable fences at the foot of the several streets ending at the railroad yard as an added safeguard against the repetition of accidents similar to this one.

GEORGE E. BALES,
For the Board.

DEATH OF GLEN EDWARD WHITCHER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 24, 1908.

Investigation at Concord, November 20, 1908.

Witnesses: H. J. Thompson, engineer, Woodsville, N. H.; W. J. Edkins, fireman, Woodsville, N. H.

Glen Edward Whitcher, a child twenty-three months old, was struck by a passing freight train and fatally injured on July 3, 1908. He had wandered from his home in Wentworth to the railroad track, nearly half a mile distant.

As freight No. 260 was approaching Wentworth the engineer saw the child on the track some eleven hundred feet ahead. He instantly sounded the warning whistle and applied the emergency brakes, but was, however, unable to stop the train, and the child was struck and instantly killed. The grade at this point is descending and there were thirty-four loaded cars in the train, which made it impossible for the engineer to stop the same in so short a distance. When discovered the child was on the main track sitting between the rails. As soon as the whistle was sounded he got up and walked ahead about eight feet toward a private crossing, evidently the point where he had passed onto the railroad track. The child was too young to realize his peril.

We can not close this report without a word of censure to the parents that would allow a child of this age to wander nearly half a mile from home unattended, and be subjected to the dangers surrounding one of such tender age. No excuse or explanation was offered and it seems to us none could be accepted if given.

A. G. WHITTEMORE,
For the Board.

DEATH OF D. L. SAWYER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 24, 1908.

Investigation at Concord, November 20, 1908.

Witnesses: William Sheehan, engineer, Manchester, N. H.; Frank Colbath, brakeman, Manchester, N. H.

Mr. D. L. Sawyer, a brakeman, employed on the Boston & Maine Railroad, was fatally injured at Candia on October 30, 1908, at 7.25 A. M. Mr. Sawyer had been in the employ of the Boston & Maine Railroad in the capacity of brakeman for about five years.

On the morning in question he was employed as head brakeman on freight extra No. 470, running from Manchester to Portsmouth. When the train reached Candia it took on, from a siding, a Baltimore & Ohio freight car. Mr. Sawyer went to the top of the car to release the hand brake, which had been set to hold the car in position while standing on the siding. After he had released the brake and the train had started with the car

toward the main line his next duty was to set the switch, and in climbing down from the top of the freight car he, in some way, slipped and fell between the cars and was run over and instantly killed. His body was found between the rails near the switch, where he would have naturally alighted. The morning in question was damp and rainy, it having rained before the freight reached Candia.

Mr. Sawyer was a young man about thirty-five years of age, of good habits, and a faithful employee, and was performing a familiar and regular duty. No member of his freight crew saw him when he fell, and each testified that there were no unusual movements of the train. The ladder on the car was examined and found to be all right and securely attached. We are of the opinion that, owing to the slippery condition of the ladder, he slipped and lost his hold, falling between the cars and receiving fatal injuries as before stated.

A. G. WHITTEMORE,
For the Board.

DEATH OF ELMER E. HURD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 5, 1908.

Investigation at Manchester, December 4, 1908.

Witnesses: W. H. Little, engineer, Concord, N. H.; Angus Morrison, station agent, Thornton's Ferry, N. H.

Mr. D. W. Perkins appeared for the heirs of Mr. Hurd.

Elmer E. Hurd was fatally injured at the station at Thornton's Ferry at 11.02 o'clock A. M., April 16, 1908. He lived in the vicinity with his family, and was a man of uncertain habits and occupation, who had been warned not to hang around the station, but that day, some minutes before 11 o'clock, he went there with his small children, apparently because he had nothing else to do. On his way he was passed by Angus Morrison, the station agent, who went at once into the office, but by looking out of the window could see all that occurred on the platform. Thornton's Ferry is a milk station from which milkmen load their milk for Boston upon the way train due there at 11.27. When they take the cans to the station they place them upon a truck which stands there for their use and at that time one of them, Mr. George B. Griffin, by an arrangement between

them, handled the truck, putting it into the right position when the train arrived and loading the cans from it into the car, the employees of the railroad having nothing to do with it after the milk was left upon it.

When the station agent reached the station he saw one of the milkmen had his horse partially upon the platform and cautioned him to move away as the express train was nearly due, and going into his office rapped on the window and motioned him to drive away, which he did. Shortly after he saw the express train about a quarter of a mile away and also saw Hurd pulling the truck, which had apparently got beyond his control, and run partly off the upper end of the platform. He rushed out to assist in pulling it back, but before he reached it, it was struck by the express, and Hurd, who had hold of it, was hurled upon the platform on his face, causing injuries which were fatal.

At that time there was no one but Hurd and his children and the agent upon the platform, the milkman who had been warned having driven away and the others not having arrived.

It appears from the testimony that Hurd had no business about the station, as no train was due to stop there for more than half an hour, that no one asked him to touch the truck, and that he either heedlessly started it so that it ran of its own momentum down the slight incline towards the track, or thought he would help some one get it into position, where it could be unloaded into the milk car when it arrived, lost control of it, and while trying to pull it back was killed.

From the fact that he did not unhook the tongue with which the truck is handled, and without which it can not be handled safely, it would seem that he gave it a push without any purpose, and as it weighed with its load nearly half a ton, could not stop it. In either case it was entirely his own fault that caused his death.

H. M. PUTNEY,
For the Board.

DEATH OF JAMES W. ROBINSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 7, 1908.

Investigation at Manchester, December 4, 1908.

Witnesses: Moses Plummer, carpenter, Dover, N. H.; Charles E. Niles, carpenter, Dover, N. H.

June 17, 1908, Moses Plummer, Charles E. Niles and James W. Robinson, three carpenters in the employ of the Boston & Maine Railroad, were sent to Alton Bay to do some work there. They went up on a passenger train to the Alton Bay station, and as their work was about a mile above, made arrangements to go from the station upon a freight, which was to stop and let them off. While the freight was being made up, Plummer and Robinson went down beside it and got upon a car which was being backed down to be coupled on to others, so slowly that they walked faster than it moved. Robinson, who had a bundle of tools in his hand, as soon as he got upon the car dropped down upon one knee as if to put a tool he had been using, in the bundle, and Plummer seeing he was at the end of the car and in a dangerous position, where he was liable to be jolted off, told him to look out when the car stopped. The car did stop almost instantly and the jar threw Robinson off the end and upon the track, where one wheel of the next car which was thrown back by the rebound, passed over his neck, killing him instantly. The rebound was very slight, but kneeling as he was upon the end of a car and engrossed in fixing his bundle of tools, it was enough to cause him to lose his balance and cost him his life.

He was about fifty-five years of age, of perfect habits, intelligent and generally careful. He had been at work for the corporation six years, and had an excellent reputation.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN REGAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 5, 1908.

Investigation at Manchester, December 4, 1908.

Witnesses: Irving D. Rice, engineer; Herbert F. Stone, fireman.

When passenger train No. 100, from Intervale to Conway Junction, reached a point about two miles south of Milton at 5.23 o'clock P. M., September 5, 1908, the engineer, Irving B. Rice, and the fireman, Herbert F. Stone, saw a man walking on the track in front of them. When they were within about an eighth of a mile of him they noticed that he staggered badly, and threw on the brakes and blew the whistle, but he paid no attention, and

before the train could be stopped the locomotive struck and killed him. His body was found cut in two under the head truck of the fourth car; pieces of a broken bottle were afterwards found on the engine pilot, and the evidence is that he was so intoxicated that he gave no heed to the warning signals.

His name was John Regan, and he had some relatives in Somersworth, but no family. He was a laboring man who had worked at different places and had no fixed home.

H. M. PUTNEY,
For the Board.

DEATH OF BENJAMIN KILBURN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 5, 1908.

Investigation at Concord, November 20, 1908.

Witness: Joseph B. Hussey, station agent, East Concord, N. H.

About 5.30 o'clock on the morning of September 13, 1908, Station Agent Hussey of East Concord discovered the dead body of Benjamin Kilburn lying beside the track about a third of a mile from the station and about forty-five feet north of the Penacook street crossing. Investigation disclosed the fact that the body was cold and the man evidently had been dead several hours. There was no blood upon the ground in the vicinity and no marks upon the body to show how the accident happened. The body was on the west side of the track, seven feet from the west rail. Mr. Kilburn was employed as a farm hand by a family residing about a mile northwest from the place where the accident occurred. It was his custom when going to Concord to walk on the railroad track from the East Concord station. It was ascertained that he left the place where he was employed about 8.30 o'clock the previous evening saying that he was going to Concord. He probably took his usual course, and while walking upon the track was struck by a passing train and killed. Whether or not death was instantaneous we are unable to state. He was about fifty years of age and very deaf. There was nothing upon the engines which passed during the night which indicated that he had been struck by them. It was suggested that he might have been walking beside the track near the rail and some train in passing had struck him. An investigation was

made by the coroner and he reported that the victim met his death by being struck by a passing train.

He had lived at the place where he worked about two years and must have been familiar with the train schedules. He was a trespasser, using the railroad track as a highway, and the usual danger attending such a course was greatly increased because of his extreme deafness. This death apparently was due entirely to the want of ordinary prudence on the part of the victim.

GEORGE E. BALES,
For the Board.

DEATH OF G. W. E. ANGWIN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 7, 1908.

Investigated at Concord, November 20, 1908.

Witness: J. F. Burke, freight conductor, Claremont, N. H.

G. W. E. Angwin, a freight brakeman whose home was in Concord, N. H., was fatally injured at Warner August 26, 1908, at 6.02 o'clock P. M., by being struck by an overpass, which is located a short distance west of the Warner station. The train upon which Mr. Angwin was working was a freight running between Concord and North Sunapee. The crew consisted of an engineer, fireman, Conductor Burke, and three brakemen. At the time of the accident one brakeman was on the caboose, the conductor and the other two brakemen were on top of the train. The train was returning to Concord and was to set off at Warner to allow a passenger train to pass and also to take on a car which was on the west end of the siding. A short distance from the Warner station there is a covered bridge and an overpass located quite near together. The overpass is used to roll logs across to a sawmill, which is situated beside the track. Conductor Burke testified that as the train approached the station at Warner he started towards the head end of the train, and just as he stepped on to the car upon which Mr. Angwin was riding, the latter stood up beside the running board, at first facing toward the forward end of the train with a clear and unobstructed view of the overpass. Suddenly for some unaccountable reason, he turned around with his back toward the bridge. An instant later, before any warning could be given by the con-

ductor, he was struck on the head by this overpass, knocked down upon the top of the car, receiving injuries from which he died November 29 at the Margaret Pillsbury Hospital at Concord, to which he was taken immediately after the accident.

When first seen by the conductor just before the accident, Mr. Angwin was sitting on the running board facing south, and his duty as head brakeman, when the train came to a stop, was to descend the ladder on the car upon which he was riding, go forward and cut off the engine. There were two sets of telltales between the covered bridge and the overpass, both located at the required distance, and in serviceable condition. When sitting upon the running board as described by the conductor, it is hardly possible that he would be struck by the telltales, and it was not until they were passed that he arose to his feet. The car upon which he was riding was a Boston & Maine car loaded with live stock and was somewhat higher than the ordinary box car. Mr. Angwin was between twenty-five and thirty years of age, with some experience as a freight brakeman, and had worked on this Division, though this was his second day on this particular train. On the previous day he was acting as head brakeman, and shifting was done under this overpass. In the discharge of his duty it was necessary for him to stand on top of the car, to give motions to the engineer, owing to the fact that the track makes a sharp curve at the point where the bridge is located. This duty he performed the day before and was of course familiar to a certain extent, at least with the conditions as they exist. This overpass is about eighteen and one half feet above the north rail, and somewhat less, but over eighteen feet above the south rail. The height of the car we have not been able to ascertain. Mr. Angwin was a man of excellent habits, ordinarily careful, and on the day of the accident was in his usual health. This accident was unfortunate, and it would seem unnecessary, but apparently the victim allowed his mind to be diverted for an instant with fatal results. With the increase in the height of freight cars special precaution should be taken in the erection of overhead structures, so as to afford a sufficient clearance.

GEORGE E. BALES,
For the Board.

PART VI.

PETITIONS, ORDERS, AND FINDINGS

PETITIONS, ORDERS, AND FINDINGS.

CONCORD & MONTREAL RAILROAD STOCK.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents your petitioner, the Concord & Montreal Railroad, that it is a corporation existing under the laws of said state, and has a franchise to operate a railroad therein; that, by authority of law, on June 29, 1895, it leased its railroad and railroad property to the Boston & Maine Railroad, a corporation existing by virtue of law; that at a meeting of the stockholders of said Concord & Montreal Railroad, duly called and held, for the purpose, in Concord, New Hampshire, on Tuesday, October 8, 1907, at 11.30 o'clock in the forenoon, upon lawful notice pursuant to a call by order of the board of directors,—a copy thereof is herewith submitted,—all of the stockholders present and voting at said meeting, acting under Article II, of said call, relative to the proposed increase of capital stock, voted, by a vote of twenty thousand nine hundred and twenty-five (20,925), in favor, with none voting in the negative, to increase the capital stock of this corporation, by an issue of one thousand six hundred (1,600) new shares, (1) to pay for one thousand and sixteen (1,016) shares of the capital stock of the Mount Washington Railway Company purchased by this corporation, with the assent of the Boston & Maine Railroad, lessee, the sum of one hundred and one thousand six hundred dollars (\$101,600); (2) to pay the sum of twenty thousand dollars (\$20,000) for stock of the Nashua, Acton & Boston Railroad, heretofore purchased by this corporation; (3) to pay for seventy-eight (78) shares of the Franklin & Tilton Railroad, purchased by this corporation for seven thousand eight hundred dollars (\$7,800), and (4) to pay for permanent additions to and permanent improvements upon the property of this corporation, under said lease of June 29, 1895, as requested by the Boston & Maine Railroad, lessee, aggregating about one hundred and thirty-five thousand dollars (\$135,000),—some of said permanent additions and permanent improvements, having already been made, while others are in process and contemplation.

tion,—said stock to be issued from time to time, by the directors of the Concord & Montreal Railroad, as may be required for said purposes, and disposed of in accordance with the requirements and provisions of existing laws, and in accordance with the requirements and provisions of said lease of June 29, 1895,—a copy of which vote is hereunto appended. And your petitioner further represents that the board of directors of the Concord & Montreal Railroad, at their meeting of November 13, 1907, duly notified and held, by vote passed in pursuance of said vote of the stockholders,—a copy of which vote is hereunto appended,—authorized and directed its president, in the name and behalf of said corporation, under and by virtue of the authority of said vote of its stockholders and said vote of its directors, to petition your Honorable Board for its approval and authorization, conformably to law, of an issue, at this time, of said one thousand six hundred (1,600) shares of said increased capital stock, under and by virtue of the authority of said vote, and for the purposes set forth in said vote of the stockholders, and in said vote of the directors,—the proceeds of said one thousand six hundred (1,600) shares of new capital stock, to be applied, conformably to law, for the purposes (1) to pay the sum of one hundred and one thousand six hundred dollars (\$101,600) for one thousand sixteen shares of the capital stock of Mount Washington Railway Company, (2) to pay the sum of twenty thousand dollars (\$20,000) for the stock of the Nashua, Acton & Boston Railroad, (3) to pay seven thousand eight hundred dollars (\$7,800) for seventy-eight shares of the Franklin & Tilton Railroad, and (4) to pay for permanent additions to and improvements upon the property of this corporation, under the lease of June 29, 1895, as requested by the Boston & Maine Railroad, lessee;

And your petitioner further represents that the amount of the avails of said stock which it desires, respectively, to apply to each of said purposes is specified, respectively, in the schedule hereinafter referred to, and is substantially the amount, as near as may be, which said corporation desires shall be approved, authorized and determined upon by your Honorable Board as being reasonably requisite and necessary for said respective purposes.

And your petitioner further represents that the said purposes for which it is proposed to make such issue of stock are lawful and consistent with the public interest; and that said issue of said one thousand six hundred (1,600) shares of new capital stock, at this time, is reasonably requisite for the said purposes for which said issue of stock is authorized, to enable your petitioner to carry out said purposes in good faith; and that the

amount of stock which the corporation desires to apply, to each of said purposes, respectively, is separately specified and set forth in the schedule hereunto annexed.

Wherefore, your petitioner, the Concord & Montreal Railroad, respectfully petitions your Honorable Board that it will approve and authorize for the said purposes, said amount of one thousand six hundred (1,600) new shares of the capital stock on said Concord & Montreal Railroad, as being an issue to an amount reasonably requisite and necessary for said purposes for which the same is authorized and desired; and that your Honorable Board will prescribe the city of Boston as the city in which, in the manner provided by law, said new shares shall be offered for sale by public auction to the highest bidder; and that the board will also prescribe the daily newspapers, not less than three in number, in which notices shall be published of the time or times, and the place of such sale, at least five times during the ten days immediately preceding the sale, in the manner provided by law; and that your Honorable Board will also approve and authorize and determine that the amount of said capital stock reasonably necessary and requisite for each of said respective purposes shall be substantially the amount specified and set forth therefor in said schedule, the proceeds of said issue of said stock to be applied for the said purposes, and no other, conformably to law, to the respective amounts, and in the respective proportions, as approved, authorized, determined upon, and specified by your Honorable Board for each of said purposes respectively.

CONCORD & MONTREAL RAILROAD,
By BENJAMIN A. KIMBALL,
President.

Schedule of objects, for which the avails of the one thousand six hundred (1,600) shares of new capital stock of the Concord & Montreal Railroad, authorized by vote of its stockholders, at their meeting of October 8, 1907, and the vote of its board of directors, passed on November 13, 1907, are to be used, viz.:

To pay for 1,016 shares capital stock Mt. Washington Railway Co	\$101,600.00
To pay for capital stock of Nashua, Acton & Boston Railroad	20,000.00
To pay for capital stock, Franklin & Tilton R. R. .	7,800.00
To pay for permanent improvements to the property of the corporation for the years ending June 30, 1905, 1906 and 1907	61,040.60

To pay for improvements at East Concord, N. H., for a new bridge, changing the highway and purchasing land	\$45,000.00
To pay for new bridge over the railroad at Bridge street	8,000.00
To pay for expense for improvements at Ferry street, Concord, N. H.	9,559.40
To pay for new engine house, Woodsville, N. H., estimated	10,000.00
	<hr/>
	\$263,000.00

COPY OF CALL

For Annual Meeting of Concord & Montreal Railroad Held October 8, 1907.

The annual meeting of Concord & Montreal Railroad.

The stockholders of the Concord & Montreal Railroad are hereby notified that their next annual meeting will be held in Railroad Y. M. C. A. hall, opposite passenger station, in Concord, N. H., on Tuesday, October 8, 1907, at 11.30 o'clock in the forenoon.

- (1) To choose a board of directors for the ensuing year.
- (2) To see if the stockholders will vote to increase the capital stock of the corporation to pay for permanent additions to and permanent improvements upon its property, and pay for part of the capital stock of the Mount Washington Railway, Franklin & Tilton and Nashua, Acton & Boston Railroads, and to pass such other votes relating to the increase of capital stock as the stockholders may desire; and
- (3) To transact any other business that may be legally brought before the meeting.

By order of the board of directors,

JOHN M. MITCHELL,
Clerk.

CONCORD, N. H., September 25, 1907.

I hereby certify that I caused the notice of which the foregoing is a true copy to be published in the following newspapers, at the dates mentioned in connection with each paper, the first of said publications being more than ten days before the date of the meeting, and all in accordance with the by-laws and laws of the state:

Boston Daily Globe,	Sept. 26 to Oct. 8, inclusive.
Manchester Daily Union,	" 26 " " 7, "
Daily Mirror & American,	" 26 " " 7, "
Concord Daily Monitor,	" 26 " " 7, "
Concord Daily Patriot,	" 26 " " 7, "
Plymouth Record,	" 28 and " 5,
Littleton Courier,	" 26 " " 3.
Laconia Democrat,	" 27 " " 4.

The Boston Daily Globe is published in Boston, Mass. The Manchester Daily Union and Daily Mirror & American are published in Hillsborough County. The Concord Daily Monitor and Concord Daily Patriot are published in Merrimack County. The Plymouth Record and the Littleton Courier are published in Grafton County. The Laconia Democrat is published in Belknap County.

Attest:

(Signed) JOHN M. MITCHELL,
Clerk.

CONCORD, N. H., October 8, 1907.

A true copy from the Record. Attest:

JOHN M. MITCHELL,
Clerk.

COPY OF VOTE

Passed by Stockholders of Concord & Montreal Railroad at
Annual Meeting Held October 8, 1907.

Mr. Alvin B. Cross of Concord moved the passage of the following preamble and vote:

WHEREAS, Under the provisions of the lease of this corporation to the Boston & Maine Railroad, dated June 29, 1895, it is necessary to make payment for one thousand sixteen (1,016) shares of the capital stock of the Mount Washington Railway, purchased by this corporation with the assent of the Boston & Maine railroad, lessee, and to make payment for stock of the Nashua, Acton & Boston Railroad, purchased by this corporation, and to make payment for seventy-eight (78) shares of the capital stock of the Franklin & Tilton Railroad, purchased by this corporation, and to make payment for permanent additions to and permanent improvements upon the property of this corporation under said lease of June 29, 1895; and

WHEREAS, The Boston & Maine Railroad, lessee, under said lease of June 29, 1895, and in accordance therewith, has requested this corporation to issue its capital stock to an amount sufficient to pay for said stock of said Mount Washington Rail-

way, said Nashua, Acton & Boston Railroad and said Franklin & Tilton Railroad, and to pay for said permanent additions to and permanent improvements upon the property of this corporation in accordance with said lease, therefore,

Voted, That under the authority conferred by existing laws, the capital stock of this corporation be and hereby is increased one hundred and sixty thousand dollars par value (1600 shares), making the capital stock seven million six hundred and seven thousand six hundred dollars (\$7,607,600), such stock to be issued from time to time, by the directors of the corporation as may be required for said purposes, and disposed of in accordance with the requirements and provisions of existing laws, and in accordance with the requirements and provisions of said lease of June 29, 1895.

On motion of Mr. Cross it was voted that upon the foregoing preamble and vote a stock vote be taken and that a committee be appointed to collect, count and report the votes thereon.

The president then appointed as such committee:

Mr. Cross of Concord, Mr. Tuttle of Pittsfield, and Mr. Webster of Concord, and a stock vote was then taken upon the foregoing preamble and vote offered by Mr. Cross, with the following result:

Whole number of shares voted, 20,925.

Twenty thousand nine hundred and twenty-five shares voted "yes," and none voted in the negative—all shares voted being in favor of the adoption and passage of the foregoing preamble and resolution—and the preamble and vote offered by Mr. Cross were, by the president, declared as unanimously adopted and passed.

A true copy from the records of a meeting of the stockholders of the Concord & Montreal Railroad, held at Concord, N. H., October 8, 1907.

Attest:

JOHN M. MITCHELL,
Clerk.

VOTE PASSED

By the Directors of the Concord & Montreal Railroad at a Meeting Held November 13, 1907.

WHEREAS, At the annual meeting of this corporation on October 8, 1907, it was voted to increase the capital stock of this corporation one hundred and sixty thousand dollars (\$160,000) par value, making the capital stock seven million six hundred and seven thousand six hundred dollars (\$7,607,600), for the purpose,

(1) To pay for one thousand sixteen shares of the capital stock of the Mount Washington Railway, purchased by this corporation with the assent of the Boston & Maine Railroad, lessee, under the lease of June 29, 1895, for which the sum of one hundred and one thousand six hundred dollars (\$101,600) was paid, and

(2) To pay the sum of twenty thousand dollars (\$20,000) for stock of the Nashua, Acton & Boston Railroad, heretofore purchased by this corporation, and

(3) To pay for seventy-eight (78) shares of the Franklin & Tilton Railroad, purchased by this corporation for seven thousand eight hundred dollars (\$7,800), and

(4) To pay for permanent additions to and permanent improvements upon the property of this corporation, under lease of June 29, 1895, as requested by the Boston & Maine Railroad, lessee, aggregating about one hundred thirty-five thousand dollars (\$135,000); some of said permanent additions and permanent improvements having already been made while others are in process and contemplation, and

WHEREAS, The Boston & Maine Railroad, lessee, under the lease of June 29, 1895, and in accordance therewith, has requested this corporation to issue said capital stock for said several purposes, now, therefore,

Voted, That this Board will petition the Board of Railroad Commissioners for the state of New Hampshire, to vote and approve the issue and sale of one thousand six hundred shares (1,600) of the stock authorized by the vote of the stockholders at the annual meeting of October 8, 1907; and the avails of the sale of said one thousand six hundred shares of stock to be used for the purpose,

(1) To pay for one thousand sixteen (1,016) shares of the capital stock of the Mount Washington Railway,

(2) To pay the sum of twenty thousand dollars (\$20,000) for the stock of the Nashua, Acton & Boston Railroad, and

(3) To pay seven thousand eight hundred dollars (\$7,800) for seventy-eight (78) shares of the Franklin & Tilton Railroad, and

(4) To pay for permanent additions to and permanent improvements upon the property of this corporation, under the lease of June 29, 1895, as requested by the Boston & Maine Railroad, lessee, said several purposes being enumerated in the preamble to this vote;

And the president of this corporation is hereby authorized and directed, in behalf of this corporation, to file said petition and do all other acts and things necessary to secure said vote

and approval of said Board of Railroad Commissioners for the issuance of said stock, and the use of the avails thereof for the purposes specified, in accordance with the provisions of the laws of this state.

A true copy from the records of a meeting of the directors of the Concord & Montreal Railroad, held at Concord, N. H., November 13, 1907.

Attest:

JOHN M. MITCHELL,
Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., January 9, 1908.

Upon the petition of the Concord & Montreal Railroad for approval of an issue of stock, it appearing after due notice and hearing and such further investigation as was deemed requisite that the issue, by the Concord & Montreal Railroad, of capital stock to the amount, at par, of one hundred and sixty thousand dollars (\$160,000), has been duly authorized, (1) to pay for one thousand sixteen (1,016) shares of the capital stock of the Mount Washington Railway Company, purchased by said Concord & Montreal Railroad, with the assent of the Boston & Maine Railroad, lessee, the sum of one hundred and one thousand six hundred dollars; (2) to pay the sum of twenty thousand dollars (\$20,000), for stock of the Nashua, Acton & Boston Railroad, heretofore purchased by said Concord & Montreal Railroad; (3) to pay for seventy-eight (78) shares of the Franklin & Tilton Railroad, purchased by said Concord & Montreal Railroad, for seven thousand eight hundred dollars (\$7,800), and (4) to pay for permanent additions to and permanent improvements upon the property of said Concord & Montreal Railroad, under the lease of June 29, 1895, as requested by the Boston & Maine Railroad, lessee, aggregating about one hundred and thirty-five thousand dollars (\$135,000), as set forth in said petition;

It is ordered that the approval of the Board be hereby given to the issue, at this time, by the Concord & Montreal Railroad, of one thousand six hundred (1,600) additional shares, authorized by the vote of the stockholders of said corporation, at its annual meeting holden in Concord on Tuesday, October 8, 1907, amounting, at par, to one hundred and sixty thousand dollars (\$160,000), as an issue of stock reasonably necessary and required (1) to pay for stock of the Mount Washington Railway Company, (2) to pay for stock of the Nashua, Acton & Boston Railroad, (3) to pay for stock of the Franklin & Tilton Railroad, and (4) to pay

for permanent additions to and improvements upon the property of said Concord & Montreal Railroad, as set forth in said petition and as above set forth herein.

The proceeds of the one thousand six hundred (1,600) shares of such stock, the issue of which is hereby authorized, at this time, shall be applied only as follows:

1. To pay for stock of the Mount Washington Railway Company, heretofore purchased by the Concord & Montreal Railroad, with the assent of the Boston & Maine Railroad, lessee, the sum of one hundred and one thousand six hundred dollars (\$101,600).
2. To pay for the capital stock of the Nashua, Acton & Boston Railroad, the sum of twenty thousand dollars (\$20,000).
3. To pay for the capital stock of the Franklin & Tilton Railroad the sum of seven thousand eight hundred dollars (\$7,800).
4. To pay for permanent improvements to the property of the Concord & Montreal Railroad made in the years ending June 20, 1905, 1906 and 1907, the sum of sixty-one thousand forty dollars and sixty cents (\$61,040.60).
5. To pay for improvements at East Concord, New Hampshire, for a new bridge, changing the highway and purchasing land therefor, the sum of forty-five thousand dollars (\$45,000).
6. To pay for a new bridge over the railroad at Bridge street, Concord, the sum of eight thousand dollars (\$8,000).
7. To pay for the expense of improvements at Ferry street, Concord, New Hampshire, nine thousand five hundred fifty-nine dollars and forty cents (\$9,559.40).
8. To pay for a new engine house, at Woodsville, New Hampshire, estimated at ten thousand dollars (\$10,000).
9. The balance, if any, of the proceeds of said one thousand six hundred (1,600) shares of capital stock, to be used and appropriated for permanent additions to and improvements upon the property of said Concord & Montreal Railroad, as authorized, or requested by its lessee, the Boston & Maine Railroad.

And the board hereby prescribes the city of Boston as the city in which, in the manner provided by law, said new shares, hereby authorized, shall be offered for sale by public auction to the highest bidder; and that the Boston Advertiser, the Boston Transcript, and the Boston Herald are prescribed as the daily newspapers in which notice shall be published at the time, or times, and the place of such sale, at least five times during the ten days immediately preceding such sale, in the manner provided by law.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners.

LAND DAMAGE IN CHESTER.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Chester & Derry Railroad Company, a corporation existing under the laws of the state of New Hampshire; that, in the construction of the railroad of said corporation through the town of Chester in said state of New Hampshire, it became necessary to occupy a certain parcel of land now owned by George A. Dolber, of Chester, in the county of Rockingham, in said state of New Hampshire; and that the damages therefor were not appraised before the occupation of said land by said railroad.

The following is a description of the location of said railroad through the land of the said George A. Dolber: Beginning at a point on the northerly side of the highway leading from Chester to Derry, twenty-three (23) feet easterly from land of Hannah Sawyer, at an iron pipe driven in the ground; thence north thirty-two (32) degrees and ten (10) minutes west two hundred and fifty-nine (259) feet to an iron pipe driven in the ground; thence north twenty-nine (29) degrees and thirty-four (34) minutes west one hundred and seventy-five and five tenths (175.5) feet to an iron pipe driven in the ground; thence north twenty-two (22) degrees west one hundred and seventy and eight tenths (170.8) feet to an iron pipe driven in the ground; thence north forty-seven (47) degrees and fifteen (15) minutes east, two hundred and eight and eight tenths (208.8) feet to an iron pipe driven in the ground at Chester street; thence South forty-one (41) degrees and twenty (20) minutes east, forty-six (46) feet to an iron pipe driven in the ground; thence south forty-seven (47) degrees and fifteen (15) minutes west, one hundred and eighty-two feet (182) to an iron pipe driven in the ground; thence south sixteen (16) degrees and fifty-one (51) minutes east, one hundred and thirty-six (136) feet to an iron pipe driven in the ground; thence south twenty-nine degrees and one (1) minute east, one hundred and seventy-two (172) feet to an iron pipe driven in the ground; thence south thirty-four (34) degrees and two (2) minutes east, two hundred and forty-eight and six tenths (248.6) feet to an iron pipe driven in the ground; and thence south forty-five degrees and twenty-three (23) minutes west, forty-two (42) feet to the bound begun at; containing twenty-eight thousand six hundred and twenty-four (28,624) square feet, more or less.

For a more particular description of the above location, and the land therein contained, reference may be had to the plan hereto annexed, which is made a part of this petition.

That your petitioners, on the tenth day of January, A. D. 1908, filed a location and plan of said land with the secretary of state, in accordance with the provisions of Chapter 158 of the Public Statutes of the State of New Hampshire, a copy of which plan and location is hereto annexed and made a part hereof.

That your petitioners, the said Chester & Derry Railroad Company, have not been able to obtain a deed from the said George A. Dolber, of said land, taken and occupied for the purpose of constructing their railroad as aforesaid, and hereby applies to this Board, for an appraisal of the damages occasioned to the said George A. Dolber, by taking his land, as described in said location.

Wherefore, the said Chester & Derry Railroad Company hereby prays that said Board may appraise the damages to said George A. Dolber.

Dated January 1st, 1908.

CHESTER & DERRY RAILROAD CO.,

By their Attorneys,

G. K. & B. T. BARTLETT.

To the Town Clerk of Chester in the County of Rockingham and State of New Hampshire:

Upon the petition of the Chester & Derry Railroad Company to the Board of Railroad Commissioners of said state to appraise the damages occasioned to George A. Dolber, owner of land in said Chester taken by said railroad for its legal and proper purposes, as described in said petition, said Railroad Commissioners upon due procedure, together with the selectmen as a joint board, have made such appraisal; and said commissioners as by law required, certify to you the damages to said land owner as awarded by said joint board to be as follows, to wit:

To George A. Dolber \$325.00. Reserving to said George A. Dolber and his assigns the exclusive use of the well on said location with the right to keep in repair said well and the pipes leading thereto. To be paid to him by said Chester & Derry Railroad Company.

Dated February 18, 1908.

HENRY M. PUTNEY,

ARTHUR G. WHITTEMORE,

GEORGE E. BALES,

Railroad Commissioners.

To the Honorable Secretary of State of New Hampshire:

Notice of the hearing upon the foregoing petition having been given as appears by the notice and return of service thereon hereto annexed, the Board of Railroad Commissioners and the selectmen of said Chester attended according to said appointment; and said board of railroad commissioners and said selectmen being met and constituting a joint board for the appraisal of damages occasioned to George A. Dolber, owner of land in said Chester taken by said Chester & Derry Railroad Company for its legal and proper purposes, as described in said petition, did make examination of said land and hear all parties interested, their witnesses and arguments. And upon consideration thereof said joint board does award the damage to said land owner as follows, to wit:

To George A. Dolber, \$325.00. Reserving to said George A. Dolber and his assigns the exclusive use of the well on said location with the right to keep in repair said well and the pipes leading thereto. To be paid to him by said Chester & Derry Railroad Company.

Dated February 18, 1908.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners.
WILLIAM T. OWEN,
JOHN C. RAMSDELL,
ELMER A. SANBORN,
Selectmen of Chester.

LAND DAMAGE IN DERRY.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Chester & Derry Railroad Company, a corporation existing under the Laws of the state of New Hampshire; that it is necessary, for the purpose of constructing and maintaining a car barn, repair shop and side tracks, to be used in connection with, and as a part of the business of said company, that certain land situated in Derry in the county of Rockingham, in said state, now owned by one Leonard P. Brickett of Lynn, in the commonwealth of Massachusetts, be taken for that purpose; said land being bounded and described as follows, viz.: Beginning at a point on the southerly side of

the highway leading from Derry Village to East Derry, opposite the carbarn now occupied by said railroad company, at an iron pipe driven in the ground; thence north sixty-eight (68) degrees, twenty-seven (27) minutes east, by a stone wall, one hundred (100) feet to an iron pipe driven in the ground; thence north seventy-five (75) degrees and two (2) minutes east, by a stone wall fifty (50) feet to an iron pipe driven in the ground; thence south twenty-one (21) degrees and thirty-three (33) minutes east, one hundred and twenty-five (125) feet to an iron pipe driven in the ground; thence south sixty-five (65) degrees west, one hundred and fifty (150) feet to an iron pipe driven in the ground; thence north twenty-one (21) degrees and thirty-three (33) minutes west, one hundred and forty (140) feet to the bound begun at; containing twenty thousand, one hundred and forty-five (20,145) square feet; all as shown on the plan hereunto annexed, and made a part hereof.

That our petitioner on January 10, 1908, filed a location and plan of said land with the secretary of state, in conformity with the requirements of Chapter 158 of the Public Statutes of the State of New Hampshire; a copy of said location and plan being hereunto annexed and made a part thereof; that your petitioner has been unable to obtain a deed of said land from said Leonard P. Brickett.

Wherefore, your petitioner prays that you appraise the damage occasioned to said Leonard P. Brickett, by the taking of his said land.

Dated January 1, 1908.

CHESTER & DERRY RAILROAD CO.,

By its Attorneys,

G. K. & B. T. BARTLETT.

Settled by parties. Petition withdrawn.

CROSSING PROTECTION AT MEREDITH.

*The Honorable Board of Railroad Commissioners, Henry M. Putney,
Chairman:*

MANCHESTER, N. H.

GENTLEMEN:—Respectfully representing the Boston & Maine Railroad, a corporation duly existing by law, now in control of and operating the Concord & Montreal Railroad, extending into and through a portion of the town of Meredith, in Belknap county, New Hampshire, the Concord & Montreal Railroad in said town of Meredith crosses a highway just south of Meredith

passenger station and freight station. This crossing is now and has been for some years protected by a flagman. At the annual meeting of said town of Meredith held in Meredith on the second Tuesday in March, 1908, it was voted,

"That the Boston & Maine Railroad be requested to place and maintain gates at the crossing near the station."

The notification of this vote, signed by George F. Smith, W. H. Neal, and J. F. Smith, Jr., selectmen of the town of Meredith, was received by the Boston & Maine Railroad on April 16, 1908. This crossing at the present time being protected by flagman, the petitioners cannot see any advantage to be gained at the erection and maintenance of gates and hereby apply to the Board of Railroad Commissioners for an examination of the crossing described in said vote, and for a decision of the question as to the installation and maintenance of gates.

The petitioners respectfully submit the foregoing for the consideration and order of the commissioners on the premises.

BOSTON & MAINE RAILROAD,

By G. E. CUMMINGS,

Superintendent White Mountains Division.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 6, 1908.

The town of Meredith having voted at its annual meeting in March, 1908, to require the Boston & Maine Railroad to establish and maintain gates over the crossing just south of the station in that town and the corporation having petitioned the Board for an investigation and decision of the question whether the public good demanded the change proposed or any other change, a hearing was had upon the premises May 27, 1908, at which the road was represented by its officers and the town by its selectmen and a number of citizens.

It appeared that a flagman had been employed to protect the crossing but that he was not vigilant and active enough for the work and that the fatal accident which caused the action of the town was probably due to his inefficiency and further that if a competent man was substituted for him it would afford reasonable protection for the crossing over which there is not a large volume of travel.

It Is Therefore Ordered that said railroad secure as soon as may be the service of a competent and faithful flagman for the

Meredith crossing, or failing to do this establish and maintain gates in accordance with the vote of the town.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners.

STATION ACCOMMODATIONS AT STARK.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

The undersigned respectfully represent that they are residents and taxpayers in the town of Stark, in the county of Coös and state of New Hampshire;

That the line of the Grand Trunk Railway Company now, and since the year 1852, being the time said railway was constructed, passes through said town, and has run passenger and freight trains daily thereon ever since, and up to the time of the complaint hereinafter referred to, has always acted as common carrier of passengers and freight agreeable to the proper object and purpose of said railroad;

That in the year 1853 said railway company constructed a freight and passenger station in the village of Stark, and has used it continuously for the accommodation of the people in Stark who either had occasion to travel over said railroad, or as a waiting room; and also as a place to purchase railroad tickets, and to ship freight and express over said railroad; and it has maintained in connection with its said station a telegraph office, which has been used heretofore for the accommodation of the public as well as for its own use;

That the use of said station for the purposes aforesaid, and the appurtenances connected therewith, has been of great accommodation to the public, and especially to the people of Stark;

That on the twelfth day of March, 1908, the Grand Trunk Railway Company against the protest of the selectmen of the town of Stark, removed said telegraph office and closed said passenger and freight station; and since said time has refused to sell tickets or to receive freight or express, by reason of all of which the public as well as the residents of Stark have been and still are greatly inconvenienced;

That since said date all persons, until a short time ago, who desired to travel over said railroad, were obliged to stand on the platform exposed to the cold wind and inclement weather while waiting for the arrival or departure of said trains;

That a short time ago, after a strenuous demand on the part of the public, said railway company reopened its station and hired a boy to keep a coal fire in the same, and allowed the people who had occasion to travel on said railroad to use the same as a waiting room.

That said railway company, however, since it closed said station, as aforesaid, has refused at said station to sell tickets to passengers desiring to travel on its trains, or receive freight or express to be shipped to or from said point on its said trains;

That the result is, people desiring to travel on their trains have been obliged to buy tickets on the cars, pay additional prices, and have not received the benefit of the discount which goes with the purchase of a return ticket or any rebate by reason of paying such additional fares on the cars.

That there are now two passenger trains that stop at said Stark daily, one coming from the west that arrives there about 8 o'clock in the morning, and the other coming from the east that arrives about 7 o'clock in the afternoon; and also another train that arrives at noon which stops for passengers to get on or off from as the case may be.

Your petitioners represent that on account of said railway company closing said station as aforesaid, and its failure to sell tickets or receive or discharge freight or express at this point, or to permit the public to use its telegraph office, is a serious inconvenience to the public, and that said station is neither a suitable one nor suitably conducted under the circumstances.

That there are in said Stark about two hundred people who have occasion in the ordinary course of business to use said station, who are now obliged to either go to Percy, a distance of two miles from said station, or to Groveton, a distance of seven miles from said station.

WHEREFORE they pray your Honorable Board for a hearing on all matters alleged in this petition; that the railroad company be ordered and commanded to reopen said station and install its telegraph office, and sell tickets therein, and receive and discharge freight and express, and do all other things that are necessary and convenient for the public in the discharge of its duties as public common carrier as aforesaid; and for such other and further relief as may be just.

W. F. PIKE, Chairman,

Chairman Board of Selectmen.

P. R. COLE, Selectman.

J. M. HICKEY.

S. R. VEAZIE.

GEORGE R. HOWES.

E. A. PIKE.

JAMES C. COLE.

H. W. STONE.

W. EMERY.

B. A. VEAZIE.	J. EMERY.
J. P. KIMBALL.	WILLIAM McCORDICK.
WARREN SESSIONS.	J. E. McCORDICK.
H. J. BAUDRO.	GEORGE S. BLAKE.
F. E. HICKEY.	C. A. COLE.
F. A. MERRILL.	L. P. ABBOTT.
C. S. PAGE.	F. L. BLAKE.
C. W. POTTER.	O. C. COLE.
A. A. POTTER.	CHARLES DAMON.
ALBERT EMERY.	HARRY EMERY.
HENRY PIKE.	H. R. GIRARD.
JAMES OLSON.	GEORGE M. SMITH.
ANDREW OLSON.	N. MERRILL.
WILLIAM O. OLSON.	IRA N. COLE.
CRAIG HOLBROOK.	A. S. ELLINGWOOD.
GEORGE CAMETT.	W. N. EMERY.
AUSTIN ASTLE.	E. M. GOODWIN.
H. E. COLE.	E. N. HICKEY.
WALTER PERKINS.	L. CRAFTS.
MICHAEL HICKEY.	JOHN A. HICKEY.
H. W. LUNN.	W. K. HICKEY.
BENJAMIN GREEN.	M. B. HICKEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 8, 1908.

Due notice having been given, a hearing upon the above petition was had at the station in Stark, May 26, 1908, at which the petitioners were represented in person and by counsel, and the Grand Trunk Railway by its superintendent and solicitor. When all the evidence and arguments offered had been heard the railroad officials made a proposition to grant substantially the requests of the petitioners upon conditions which were agreed to and the petition was dismissed by counsel of both parties.

HENRY M. PUTNEY,
 ARTHUR G. WHITTEMORE,
 GEORGE E. BALES,

Railroad Commissioners.

GRADE CROSSING IN MANCHESTER.

To the Board of Railroad Commissioners of the State of New Hampshire:

The Manchester Street Railway, a corporation duly established by law and doing business in Manchester, in the county of Hillsborough, in said state, respectfully represents that, for the accommodation of the public and the proper transaction of its business, there is need of a crossing at grade of a siding into the yard of said city of Manchester from the tracks of said Manchester Street Railway on Valley street in said city, across the sidetrack of the Boston & Maine Railroad on the southerly side of said Valley street, at a point about twenty feet east of the easterly line of Maple street in said city.

WHEREFORE your petitioner prays that said commissioners consent in writing to the construction of said crossing as aforesaid.

June 18, 1908.

MANCHESTER STREET RAILWAY,

S. REED ANTHONY,

WILLIAM A. TUCKER,

WALTER M. PARKER,

EDWIN F. JONES,

J. BRODIE SMITH,

Directors.

By Attorneys,

BURNHAM, BROWN, JONES & WARREN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 23, 1908.

The Manchester Street Railway having petitioned this Board for its consent in writing to the construction of a crossing at grade over the side track of the Boston & Maine Railroad on Valley street about twenty feet east of the easterly line of Maple street, in Manchester, and said Boston & Maine Railroad having given its assent thereto, upon certain conditions, which are made a part of said petition, our consent is hereby given as prayed for, upon the conditions stated.

HENRY M. PUTNEY,

ARTHUR G. WHITTEMORE,

GEORGE E. BALES,

Railroad Commissioners.

WHISTLING AT DOVER.

DOVER, N. H., June 6, 1908.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

We, the undersigned citizens of Dover, and living on Washington, Cushing, and Lexington streets, in the vicinity of the whistling posts, in said city of Dover, respectfully represent that the whistling of all northbound trains at said points is a great annoyance to the citizens living in that immediate vicinity: that said whistling posts are in the compact part of the city; that as said crossings are protected, said Chestnut street by flagman, Third street by gates and signalled by bells, the discontinuance of the same would not endanger the traveling public at said crossings.

Wherefore, we pray for an order discontinuing the whistling by all engines approaching said crossings from the south.

DUDLEY L. FURBER.
WILLIAM H. MOORE.
HENRY G. HAYES.
JOHN H. NEALLEY.
I. S. BREWSTER.
C. E. GOODWIN,
WM. K. CHADWICK.
GEO. E. VARNEY.
F. E. PLUMMER.
WM. A. JENNESS.
E. A. YORK.
ALDEN S. HATCH.
J. W. WILLIAMS.
CHAS. C. GOSS.
GEORGE H. WILLIAMS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 30, 1908.

Dudley L. Furber and others, citizens of Dover, having petitioned the Board of Railroad Commissioners for a discontinuance of the whistling required and given at the Second street, Chestnut street and Third street crossings in said city of Dover upon the Western Division of the Boston & Maine Railroad, for all trains approaching same from the west, and

it having been made to appear that said crossings are in the compact part of the city, are within a short distance of each other, and all of said crossings are protected by gates or flagmen, and that said whistling is not necessary;

Now, therefore, it is voted and ordered that there shall be only one crossing whistle for all trains approaching Dover in either direction on the Western Division of the Boston & Maine Railroad. The whistling posts to be located eighty rods west of the Second street crossing and eighty rods east of the Central avenue crossing.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners.

EXETER, HAMPTON & AMESBURY STREET RAILWAY
STOCK.

To the Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the Exeter, Hampton & Amesbury Street Railway, a corporation existing by virtue of New Hampshire laws and having a principal place of business at Hampton, in the county of Rockingham, in said state, as follows:

Said Street Railway is the successor to the Exeter, Hampton & Amesbury Street Railway Company, which was a street railway company existing under charter from the state of New Hampshire. On or about May 14, 1906, a receiver was appointed for said Street Railway Company in foreclosure proceedings brought by the American Loan & Trust Company, now American Trust Company, against said Street Railway Company, in the Superior Court for Rockingham county. Thereafterward, namely, on November 7, 1907, a decree was duly entered in said cause, ordering to be foreclosed by sale a mortgage made by said Street Railway Company to said American Loan & Trust Company, trustee, dated June 1, 1899, and two supplementary mortgages dated April 10, 1900, and September 27, 1900, and ordering all the property, rights, and franchises of said Street Railway Company to be sold at auction. The franchises of said corporation, namely, the Exeter, Hampton & Amesbury Street Railway Company, were included in said mortgage indenture and said supplementary indentures, with power of sale.

In pursuance of said decree, all the property, rights, and franchises of said Street Railway Company were sold at auction on March 10, 1908, and were purchased by a committee of the bondholders of said Street Railway Company for the purchase price of two hundred and fifty thousand dollars, and for the further consideration of certain indebtedness and obligations assumed by said purchasers and their successors and assigns as a part of the consideration for their said purchase, the same requiring an expenditure by said purchasers of a sum not yet accurately determined, but estimated to be over forty thousand dollars.

Thereafterward, namely, on April 1, 1908, the property, rights, and franchises aforesaid were duly conveyed to said purchasers as required by the decree of said Superior Court, by appropriate deed of conveyance; and thereupon, on said April 1, 1908, the said purchasers and their successors and assigns, by virtue of New Hampshire laws of 1895, chapter 52, became a corporation as of the date of foreclosure for all purposes, vested with all the rights, powers and privileges of the original corporation under its charter or the public laws.

On said April 1, 1908, said new corporation duly held its meeting for organization at Exeter, New Hampshire, at which all its members were present in person or by proxy, and thereupon adopted as its name the name, "Exeter, Hampton & Amesbury Street Railway," and fixed the capital stock of said new corporation at one hundred and twenty-five thousand dollars, namely, twelve hundred and fifty shares of the par value of one hundred dollars each; and voted to issue the same, together with one hundred and thirteen thousand dollars at par of first mortgage bonds secured by mortgage of all the property, rights, and franchises of the corporation, all for the purpose of providing means for paying for the property, rights and franchises, the record title of which was conveyed to said corporation by the purchasers at said foreclosure sale, said purchasers also undertaking to pay over to said corporation, for the purpose of paying and discharging the additional liabilities aforesaid and for its other needs, the sum of fifty-six thousand three hundred forty-three dollars and sixty-eight cents as additional consideration for the issuance of said \$125,000 of stock and said \$113,000 of bonds.

Said corporation also voted in connection with the foregoing to grant to said purchasers at said foreclosure sale the option, to be exercised prior to January 1, 1909, of purchasing twelve thousand dollars par value of additional bonds of said railway,

or any portion of said bonds at par for cash, to be paid into said railway for its proper corporate uses. Said corporation is now advised that it will be for the best interests of all concerned to substitute for said twelve thousand dollars in bonds an equal amount at par of stock of said railway, which substitution the holder of said option is willing to have made.

Thereafter, namely, on April 14, 1908, said new corporation filed with the secretary of state for New Hampshire a certificate signed by its treasurer and a majority of its directors setting forth the sale under foreclosure proceedings, the amount of capital as fixed at the first meeting, and the corporate name adopted, all as required by law.

Wherefore, your petitioner prays that your Honorable Board may determine whether or not said issues of stocks and bonds are reasonably requisite for making payment for said property and franchises and providing said funds for the purposes aforesaid; and, if you shall determine them to be reasonably requisite, that you authorize the issue by said Street Railway of said one hundred twenty-five thousand dollars at par of stock and said one hundred and thirteen thousand dollars face value of bonds, and said additional twelve thousand dollars at par of stock, all under such terms and conditions as to your Honorable Board may seem proper.

Hampton, N. H., July 30, 1908.

EXETER, HAMPTON & AMESBURY STREET RAILWAY.

By Its Attorneys,
STREETER & HOLLIS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., Sept. 2, 1908.

In the matter of the petition of the Exeter, Hampton & Amesbury Street Railway, asking the approval of this board to the issue by said corporation of stock to the amount of one hundred and twenty-five thousand dollars and of first mortgage bonds to the amount of one hundred and thirteen thousand dollars in part for the purpose of paying for the street railway properties and franchises formerly owned by the Exeter, Hampton & Amesbury Street Railway Company, and for the further consideration of the sum of fifty-six thousand three hundred and forty-three dollars and sixty-eight cents to be provided for paying and discharging certain prior liens upon

said properties and providing funds for the uses of said corporation; due notice having been given, a hearing was had at the railroad commissioners' office in the city of Concord, on the second day of September, 1908, and from evidence presented it appeared

(1) That said Exeter, Hampton & Amesbury Street Railway is a corporation duly existing under the laws of New Hampshire for the purpose of acquiring and enjoying the street railway properties, rights, and franchises of the Exeter, Hampton & Amesbury Street Railway Company, which, together with all other property, rights, and franchises of said Railway Company were sold by order of the Superior Court in Rockingham county for the state of New Hampshire in foreclosure proceedings, by auction duly held on March 10, 1908, and were purchased by a committee of the bondholders of said Railway Company for the sum of two hundred and fifty thousand dollars and additional sums required to discharge prior liens assumed by said purchasers amounting to over forty thousand dollars;

(2) That said bondholders' committee conveyed to the Exeter & Hampton Electric Company, a voluntary corporation organized under the New Hampshire laws, a portion of the properties purchased by them at said foreclosure sale, and conveyed the record title of all the remaining property, rights, and franchises in their hands to said new corporation and agreed to provide for discharging the prior liens aforesaid and also for the use of the corporation in completing improvements to its properties the sum of fifty-six thousand three hundred forty-three dollars and sixty-eight cents in cash;

(3) That as a consideration for the conveyance of the record title of said properties, rights, and franchises, and providing said sum of fifty-six thousand three hundred forty-three dollars and sixty-eight cents in cash, said new corporation has voted to issue one hundred and twenty-five thousand dollars at par in stock and one hundred and thirteen thousand dollars, face value, of bonds, subject to the approval of this board.

It is therefore voted and ordered

(1) That the aggregate amount of the stock and bonds which said corporation has voted to issue to said bondholders' committee, namely, two hundred thirty-eight thousand dollars, is reasonably requisite for the lawful and proper purposes of the petitioning corporation;

(2) That this board approves of the issue by said corporation of stock to the amount of one hundred and twenty-five thousand dollars and first mortgage bonds to the amount of

one hundred and thirteen thousand dollars, as voted by said corporation.

(3) That the issue of additional stock to the amount of twelve thousand dollars is reasonably requisite for the lawful and proper purposes of the said corporation, and that this board approves of the issue of said additional stock to said amount for the purpose of providing additional cash for lawful corporate purposes, the same or any portion thereof to be sold for cash at not less than par; upon condition, however, that said petitioner shall pass all votes and do all other things necessary to legalize said additional issue of stock.

(4) All the foregoing issues shall be made subject to the provision of the law.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners.

EXETER RAILWAY & LIGHTING COMPANY STOCK.

To the Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the Exeter Railway & Lighting Company, a corporation duly organized under New Hampshire laws and having its principal place of business at Exeter, in the county of Rockingham, in said state, as follows:

Said Exeter Railway & Lighting Company was organized under New Hampshire laws as a voluntary corporation, for the purpose, among other things, of buying, holding, selling, and otherwise dealing in stocks, bonds, notes, and other securities of railway, lighting, power, and other corporations. Its capital stock as fixed by its Articles of Association is three hundred and forty thousand dollars, of which two hundred and seventy thousand dollars is common stock and seventy thousand dollars is six per cent cumulative preferred stock.

At its first meeting for organization, held on April 1, 1908, said corporation voted to accept the proposition of the committee of the bondholders of the Exeter, Hampton & Amesbury Street Railway Company, whereby said committee proposed to sell to this corporation the entire capital stock, namely, one hundred and twenty-five thousand dollars at par and bonds amounting to one hundred and thirteen thousand dollars, face value, of the Exeter, Hampton & Amesbury Street Railway, a corporation organized as successor to said Exeter,

Hampton & Amesbury Street Railway Company, in its street railway business; also the entire capital stock, namely, one hundred thousand dollars at par of the Exeter & Hampton Electric Company, a corporation duly organized under New Hampshire laws and engaged in the electric light and power business in said Exeter and adjoining towns, said sale to be made for the consideration of three hundred twenty-eight thousand one hundred dollars, payable in stock of this corporation at par, namely, two hundred sixty-seven thousand four hundred and fifty dollars of common stock and sixty thousand six hundred and fifty dollars of preferred stock; said proposition being subject to the condition that said committee should have the option, to be exercised prior to January 1, 1909, of purchasing additional common stock amounting to twenty-five hundred and fifty dollars and preferred stock amounting to ninety-three hundred and fifty dollars, or any number of twelfth parts thereof, for the total consideration of twelve thousand dollars, payable in bonds of said Exeter, Hampton & Amesbury Street Railway.

Said corporation, at said meeting, further voted to issue to said bondholders' committee, or upon their order, the securities aforesaid, upon the terms of said accepted proposition, subject to the approval of the Railroad Commissioners.

Said corporation is advised that said bondholders' committee, believing it to be for the best interests of all parties, desires to substitute for said twelve thousand dollars of bonds specified in said option an equal amount at par of the stock of said railway; and this corporation desires to consent to such substitution, and to receive said stock in the place of said bonds.

All the stock of this corporation is to be distributed among the bondholders of said Exeter, Hampton & Amesbury Street Railway Company, in due proportion to their holdings and their cash subscriptions.

The issue of said stock is reasonably requisite for the purposes for which it has been authorized by votes of said corporation.

Wherefore your petitioner prays that your Honorable Board may determine whether or not said issue of stock is reasonably requisite for said purposes; and, if determined to be so requisite, that your Honorable Board will authorize the issue by said corporation of said stock to the amounts and upon the terms herein specified.

Exeter, N. H., July 30, 1908.

EXETER RAILWAY & LIGHTING COMPANY.

By Its Attorneys,

STREETER & HOLLIS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., Sept. 2, 1908.

In the matter of the petition of the Exeter Railway & Lighting Company, asking the approval of this board to the issue by said corporation of stock to the amount of three hundred and forty thousand dollars, consisting of two hundred and seventy thousand dollars at par of preferred stock and seventy thousand dollars at par of common stock, for the purpose of paying for certain stocks and bonds purchased and to be purchased by said corporation, due notice having been given, a hearing was had at the railroad commissioners' office in the city of Concord on the 2d day of September, 1908, and from evidence presented it appeared

(1) That said Exeter Railway & Lighting Company is a voluntary corporation duly existing under the laws of New Hampshire for the purpose, among other things, of buying, holding, selling, and otherwise dealing in stocks, bonds, notes, and other securities of railway, lighting, power, and other corporations, having been organized in connection with the reorganization of the Exeter, Hampton & Amesbury Street Railway Company in order to provide a convenient means for making an equitable distribution among the bondholders of said Railway Company, in proportion to their holdings and cash subscriptions.

(2) That said corporation, by its Articles of Association, fixed its capital stock at three hundred and forty thousand dollars, which by vote at its organization meeting was divided into two hundred and seventy thousand dollars at par of common stock and seventy thousand dollars at par of six per cent cumulative preferred stock, and at said meeting voted to issue said stock, subject to the approval of this board, as follows:

(a) Two hundred sixty-seven thousand four hundred and fifty dollars at par of common stock and sixty thousand six hundred and fifty dollars at par of preferred stock for the purpose of paying for one hundred and twenty-five thousand dollars at par of stock and one hundred and thirteen thousand dollars face value of bonds of the Exeter, Hampton & Amesbury Street Railway, and one hundred thousand dollars at par of the stock of the Exeter & Hampton Electric Company.

(b) Twenty-five hundred and fifty dollars at par of common stock and ninety-three hundred and fifty dollars at par of preferred stock in payment for twelve thousand dollars face value

of bonds of the Exeter, Hampton & Amesbury Street Railway, this issue being subject to the option of the bondholders' committee of the Exeter, Hampton & Amesbury Street Railway Company.

(3) That it is for the best interests of all concerned that stock of said Exeter, Hampton & Amesbury Street Railway be substituted for the twelve thousand dollars face value of bonds specified in paragraph (2) b above.

It is therefore voted and ordered

(1) That the issue of said two hundred and seventy thousand dollars at par of common stock and said seventy thousand dollars at par of preferred stock is reasonably requisite for the purpose of providing for payment for the stocks and bonds purchased and to be purchased by said corporation.

(2) That this board approves of the issue by said corporation of common stock to the amount of two hundred sixty-seven thousand four hundred and fifty dollars, and of preferred stock to the amount of sixty thousand six hundred and fifty dollars for the purpose aforesaid.

(3) That this board approves of the issue of additional common stock to the amount of twenty-five hundred and fifty dollars and additional preferred stock to the amount of ninety-three hundred and fifty dollars for the purpose of providing for the payment for twelve thousand dollars at par of the stock of the Exeter, Hampton & Amesbury Street Railway, or the issue pro rata in equal twelfth parts; upon condition, however, that said petitioner shall duly and legally adopt votes authorizing such issue for such purpose.

(4) All the foregoing issues shall be made subject to the provisions of the law.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners.

GRADE CROSSING IN PORTSMOUTH.

*To the New Hampshire Board of Railroad Commissioners, Concord,
N. H.:*

GENTLEMEN:—Your petitioner respectfully represents that the petition for location of a side track from the track of the Boston & Maine Railroad across Market street, so called, in the city of Portsmouth, to the wharf of your petitioner, has

been granted by the Board of Mayor and Councilmen of said city of Portsmouth, and that a certified copy of the records of said city evidencing the same is hereto attached.

That it is necessary and proper that said location be confirmed by your Honorable Board.

Wherefore, your petitioner prays that the consent in writing of your Honorable Board be granted to lay said side track across said Market street at grade, as shown on said plan, and as granted by said Mayor and Councilmen.

Dated, Portsmouth, N. H., September 25, 1908.

BOSTON & MAINE RAILROAD.

By PAGE & BARTLETT,
Attorneys in Fact.

To the Honorable Mayor and Councilmen of the City of Portsmouth:

GENTLEMEN:—The undersigned respectfully represents that it is necessary for the accommodation of its wholesale coal business, etc., in this city, on its wharf near Market street, that a side track be laid to its said wharf from the track of the Boston & Maine Railroad, which necessitates crossing said street with said side track near the other track across said street, as shown on a small plan hereto attached; and, therefore, in accordance with the provisions of the Public Statutes in such cases, your petitioner respectfully prays for permission to so lay and maintain the same.

Dated, Portsmouth, N. H., September 4th, 1908.

Signed,

ESTATE OF ARTHUR W. WALKER.

By W. P. PICKETT,
Under Power of Attorney.

VOTED:—That the petitioner of the Estate of Arthur W. Walker, dated September 4th, 1908, to lay a side track across Market street, in accordance with the plan on file with said petition, is hereby granted.

Portsmouth, N. H.

September 25th, 1908.

Attest:

ELMER E. CLARK,
City Clerk, pro tem.

STATE OF NEW HAMPSHIRE.
IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 3, 1908.

The Boston & Maine Railroad having petitioned this board for its consent in writing to the construction of a siding, at grade, over Market street in the city of Portsmouth, and having shown that it is impracticable to make said crossing otherwise than at grade; and that the Board of Mayor and Councilmen of said city have consented thereto, the consent of the board is hereby given, said crossing to be in accordance with the plan attached to said petition and made a part thereof.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners.

GRADE CROSSING IN MANCHESTER.

To the Railroad Commissioners for the State of New Hampshire:

Respectfully represents the city of Manchester, a municipal corporation established by and within the state of New Hampshire; that, at a meeting of the Board of Mayor and Aldermen of said Manchester holden November 29, 1907, Silver street was legally laid out from Lincoln to Maple streets; that at a meeting of said board on the said date, after the action aforesaid, the city clerk of said Manchester was instructed to petition your Honorable Board, in behalf of the said Board of Mayor and Aldermen, for the right of the said city of Manchester to build Silver street, between Maple and Lincoln streets, at grade over the tracks of the Portsmouth Branch of the Boston & Maine Railroad.

Wherefore your petitioner prays that it may be granted the right, in writing, to build Silver street, between Maple and Lincoln streets, over the tracks of the Portsmouth Branch of the Boston & Maine Railroad, at grade.

Dated at Manchester, this 27th day of December, 1907.

CITY OF MANCHESTER,

By EDWARD C. SMITH,
City Clerk.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 9, 1908.

The city of Manchester having petitioned this board for its permission, in writing, to construct a grade crossing over the tracks of the Boston & Maine Railroad upon Silver street, between Lincoln and Maple streets, in said city, a hearing upon said petition will be had, beginning at the office of Henry M. Putney, in said Manchester, at ten o'clock A. M., Tuesday, June 30, 1908, when and where all parties interested may appear and be heard if they see cause.

H. M. PUTNEY,

Chairman New Hampshire Railroad Commissioners.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October, 9, 1908.

As shown on the maps of Manchester, New Hampshire, Silver street extends from Union street easterly to Young street. It has been laid out and built from Union street to Maple street and from Lincoln street east, leaving a section between Maple and Lincoln streets which is not a public highway, but is open to whoever wishes to use it.

This space is about 550 feet long and 90 wide. On the north of it, running west from Lincoln street 250 feet, are located the factory of the Hoyt Shoe Company and the coal pockets of the DeCoursey Company. On the south side, about 90 feet from the Hoyt factory, is the McElwain shoe factory. Between the coal pocket and the Hoyt factory run diagonally to Maple street the main line and five side tracks of the Portsmouth railroad for the use of the manufacturers and merchants in the vicinity, and from these tracks the owners of the two shoe factories, who own the land, have built sidings for their exclusive use which extend along the sides of their buildings about 400 feet. Parallel to Silver street and 275 feet south of it is Somerville street, which has not been built between Lincoln and Maple. This section is sparsely settled and there is comparatively little passing on the cross streets, the bulk of the travel being to and from the center of the city at the north.

Acting upon a petition, the Mayor and Aldermen have laid out Silver street from Lincoln west, between the shoe shops and over the railroad tracks to Maple, and so located it that the Hoyt siding is for about 150 feet within it and the McElwain siding is parallel and close to it on the south side, and, in order to satisfy the owners of the shops, have voted, without any legal authority, as it seems to us, that they may maintain and use these sidings, one of which, as stated, is within the street, and also maintain and use a bridge connecting the two factories eighteen feet above the street, the law being that no bridge shall be less than 21 feet above railroad tracks.

The petition before us asks that we consent in writing to the construction of a crossing, at grade, over the tracks of the Portsmouth Branch of the Boston & Maine Railroad.

Upon that petition, due notice having been given, hearings were had at the office of H. M. Putney, in Manchester, and upon the location on Silver street, commencing June 30. The petition to the Mayor and Aldermen for the layout bore four signatures, one of which has been withdrawn.

Other than the city solicitor, who appeared officially, no one was present at the hearings before this board to ask that it be granted or give a reason why it should be. It is not supported by the owners or employees of the shoe factories who are the parties most interested, and they are opposed to it unless they are to be permitted to maintain and use exclusively their sidings and bridge in and over the street, which they will have no legal right to do. There is no evidence in the testimony before us or in a study of the location that if the street is built it will be used at present to any great extent. If this crossing, which is within 140 feet of the one on Maple street, is built at grade it will be a very blind one and very dangerous if it is much used. The factories make it impossible to see engines and cars approaching it from the east a few feet from it in the street, and locomotives and cars, which are almost constantly standing and moving upon the sidings, obstruct the view in other directions. The most serious railway problem in Manchester is the abolition of some of the grade crossings already in use, but none of them are more dangerous than this on Silver street would be in proportion to the volume of travel over it. It is suggested that if a highway is needed in that vicinity between Lincoln and Maple streets, Somerville street, which was laid out June 7, 1892, and on which there are no buildings or other obstruc-

tions, should be built, and also that the situation on Silver street could be greatly improved by removing the side tracks to other locations, but this we are not called upon to determine. Neither is it for us to say upon this petition whether Silver street shall cross the railroad by an under pass or over pass, the question being whether a crossing at grade shall be constructed over the tracks now laid on Silver street, and to this we can not give our consent.

The petition is dismissed.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners.

LAND DAMAGE IN NEWMARKET.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation established according to law, and operating railroads in the state of New Hampshire, among which is that road known as the Western Division, and extending into and through the town of Newmarket, Rockingham county, in said state; and that additional land being necessary for the petitioner, for the purpose of enabling it to properly construct its railroad in said Newmarket and double track the same, and to make the changes in the highway, in said Newmarket, authorized by the Board of Railroad Commissioners, under the authority provided in Chapter 159 of the Public Statutes, and having located such additional land and filed the location thereof, by virtue of and in accordance with the laws of the state of New Hampshire, establishing at convenient distances, not exceeding one mile apart, permanent monuments, easily ascertainable, and made return of such location with reference to such monuments, to the office of the secretary of state on November 19, 1907; and having given to the proprietors of such land the notice required by law; said land needed and located, as aforesaid, being described, in said location, as follows, viz.:

Commencing on the westerly side of the Exeter road, at the northeast corner of land of Fred W. Wright; thence N. 14 degrees 19 minutes W. 75.25 feet; thence N. 23 degrees 17 minutes W. 64.85 feet; thence N. 14 degrees 19 minutes W. 41.43 feet to land of Edmond A. Eaton; then N. 79 degrees 51 minutes E. by land of said Eaton 23.03 feet to said Exeter road;

thence S. 10 degrees 11 minutes E. by said Exeter road 179.5 feet to the place of beginning. Containing 1898 square feet.

That your petitioner, said Boston & Maine Railroad, has been unable to obtain a deed from the owners of said land, which it is proposed to take for the purpose of properly constructing its railroad, in said Newmarket, and double tracking the same, and making the necessary changes in the highway, in said town, as aforesaid, and hereby respectfully applies to this board for the appraisal of the damages occasioned to said land-owners, by taking their said land, as described in said location.

The following are the names, respectively, of the owners of said land, of whom a deed has not been obtained, with their residences.

The names and residences, respectively, of said owners being as follows:

NAMES OF OWNERS.	AREA.
Joseph Watson, Newmarket, N. H.	1898 square feet.
Emma J. Bickford, Penacook, N. H.	
Ella M. Watson, Salisbury, N. H.	
Frank S. Watson, Haverhill, Mass.	
Charles H. Watson, Haverhill, Mass.	
Fred Watson, Lawrence, Mass.	

Wherefore the petitioner, the Boston & Maine Railroad, hereby prays that this board may appraise the damages occasioned to said land-owners, as aforesaid.

BOSTON & MAINE RAILROAD.

By LUCIUS TUTTLE,
President.

Settled by the parties. Petition withdrawn.

OPERATION SEABROOK & HAMPTON BEACH STREET
RAILWAY.

HAVERHILL, Mass., October 22, 1908.

To the Board of Railroad Commissioners of the State of New Hampshire:

We hereby petition for permission and authority to discontinue the operation of the Seabrook & Hampton Beach Street Railway Company from November 1, 1908, to April 1, 1909.

SEABROOK & HAMPTON BEACH STREET RAILWAY CO.

By D. A. BELDEN,
President.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 23, 1908.

The Seabrook & Hampton Beach Street Railway Company, having petitioned the board for authority to discontinue the operation of a portion of its road, extending from the Square at Smithtown (a part of Seabrook), in the state of New Hampshire, through South Seabrook (so called), in said Seabrook, and over Seabrook Beach (so called), and over Hampton River bridge to the northerly end of said bridge, during the winter months, and having satisfied the board that such portion of the road cannot be operated without heavy loss in the winter, said company is hereby authorized to discontinue the running of its cars from November 1st, 1908, to April 1st, 1909.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners.

OPERATION LACONIA STREET RAILWAY.

Railroad Commissioners, State of New Hampshire, Concord, N. H.:
GENTLEMEN:—We, the undersigned directors of the Laconia Street Railway Company, respectfully represent that said Street Railway, from a point on Union avenue near the residence of the late Samuel C. Clark, in said Laconia, thence northerly to the terminus of said railway at The Weirs, so called, in said Laconia, cannot be operated without great loss to the company from and after October 1st, 1908, to the first day of May, 1909.

Therefore said directors apply to and petition said Board of Railroad Commissioners to authorize them to discontinue the operation of that part of said Street Railway, beginning at a point opposite the dwelling of the late Samuel C. Clark, in Laconia, thence extending northerly to the terminus at The Weirs, from and after October 1st, 1908, until the first day of May, 1909.

LACONIA STREET RAILWAY COMPANY.

HARRY L. PIERCE,
President.
EDMUND P. HADLEY,
LEWIS S. PIERCE,
SAMUEL B. SMITH,
EDMUND LITTLE,
Directors.

THE WEIRS, N. H., October 2, 1908.

Hon. Henry M. Putney:

DEAR SIR:—The Laconia Electric Railroad running to The Weirs has been in the habit of cutting out The Weirs about the middle of October. We at The Weirs do not like it, and want the service to continue at least until snow comes.

When the matter comes before the Railroad Commissioners, we at The Weirs ask for a hearing, believing it reasonable and feasible to have our service continue later.

If the road asks to discontinue their trips to The Weirs, we wish to be heard.

Respectfully,

JOSEPH E. ROBBINS.

THE WEIRS, N. H.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 7, 1908.

The Laconia Street Railway having petitioned this board to authorize the discontinuance of the operation of said road between the dwelling of the late Samuel C. Clark and The Weirs from October 1st, 1908, to May 1st, 1909, because it cannot be operated without loss to the company, and certain citizens of The Weirs having filed a remonstrance, a hearing was had October 27th, 1908, at which the railway was represented by its officers and the remonstrants by Rev. J. H. Robins, and an understanding was reached that the discontinuance proposed should begin the second week of November.

It is therefore voted that the Laconia Street Railway be authorized to discontinue the operation of its road between the points named from Monday, November 9th, 1908, to May 1st, 1909.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners.

MANCHESTER TRACTION, LIGHT & POWER COMPANY
STOCK.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the Manchester Traction, Light & Power Company, a corporation duly established by law and doing business in Manchester, in the county of Hillsborough, in said state, by its directors, that its present capital stock is two million four hundred thousand (2,400,000) dollars, which has been paid into its treasury; that recently and since its capital stock was so fixed and paid in, said corporation has purchased all the capital stock already issued by the Manchester & Derry Street Railway, a corporation duly established by law and doing business in Manchester aforesaid, and has made advances to said railway in anticipation of receiving stock therefor, if and when the same shall be authorized and issued, and has also made advances to the Manchester Street Railway and the Manchester and Nashua Street Railway, corporations duly established by law and doing business in said Manchester, the capital stock of both said railways all being owned by this corporation, in anticipation of receiving stock therefor, if and when the same shall be authorized and issued by said railways, and for those purposes and for permanent improvements and additions to its own plant made necessary in order to efficiently serve the public and successfully and economically carry on its own business, it has made sundry expenditures to the extent of more than four hundred thousand (400,000) dollars; that all of said expenditures are such as may properly be capitalized; that at a meeting of its stockholders legally called for that purpose and held October 3, 1908, it was voted to increase its capital stock for said purposes, subject to the approval of your board, to the extent of four hundred thousand (400,000) dollars; that its directors were authorized by said meeting to apply to your board for permission to issue the same; that the amount of its present capital stock and the amount of the said proposed increase added thereto, namely, two million eight hundred thousand (2,800,000) dollars, will be less than the amount of capital stock authorized by its charter.

WHEREFORE your petitioner prays for an investigation by your board, as provided by law, and that you will authorize the issue of so much new capital stock of said Manchester Traction, Light & Power Company as may be necessary for the

purposes hereinbefore set forth and as, in the judgment of your board, is reasonably required.

Dated October 16th, 1908.

MANCHESTER TRACTION, LIGHT & POWER COMPANY.

WILLIAM A. TUCKER,	S. REED ANTHONY,
PHILIP S. SALTONSTALL,	STILLMAN F. KELLEY,
GEORGE H. HOOD,	BILLINGS P. LEARNED,
ROBERT H. HALLOWELL,	CHARLES M. FLOYD,
WALTER M. PARKER,	WILLIAM PARKER STRAW,
ROGER G. SULLIVAN,	J. BRODIE SMITH,
EDWIN F. JONES,	ALBERT O. BROWN,
FRANK S. STREETER,	

Directors.

By Attorneys,
BURNHAM, BROWN, JONES & WARREN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 10, 1908.

In the matter of the petition of the Manchester Traction, Light & Power Company asking for the approval of the Board of the issue of new capital stock by said corporation to the amount of four hundred thousand (400,000) dollars, a hearing was appointed to be held at the office of Henry M. Putney, chairman, No. 64 Hanover street, in Manchester, in the county of Hillsborough, on the tenth day of November, 1908, at eleven o'clock in the forenoon, of which due notice was given by publication in accordance with the order of the Board. At said hearing said Manchester Traction, Light & Power Company was represented by its general manager and counsel, and no one appeared to object; and after hearing the evidence and arguments, the Board finds the following facts to be established:

That the capital stock of said Manchester Traction, Light & Power Company already authorized is two million four hundred thousand dollars (\$2,400,000), represented by twenty-four thousand (24,000) shares of the par value of one hundred (100) dollars each, all of which has been issued and is now outstanding, and in payment for which there has been paid into the treasury of said corporation the sum of two million four hundred thousand (2,400,000) dollars.

That recently and since its capital stock was fixed and established as stated above, the said Manchester Traction, Light & Power Company has purchased all the capital stock of the Manchester & Derry Street Railway already issued, to wit, one hun-

dred twenty-five thousand (125,000) dollars, and has made advances to said Manchester & Derry Street Railway in anticipation of receiving capital stock therefor and now proposes to purchase additional capital stock of said Manchester & Derry Street Railway to the extent of fifty thousand (50,000) dollars when the same shall be authorized and issued; and has also made advances to the Manchester & Nashua Street Railway, all the capital stock of which is owned by said Manchester Traction, Light & Power Company, in anticipation of receiving capital stock therefor, and now proposes to purchase additional capital stock of said Manchester & Nashua Street Railway to the extent of forty thousand (40,000) dollars, when the same shall be authorized and issued; and has also made advances to the Manchester Street Railway, all the capital stock of which is owned by the said Manchester Traction, Light & Power Company, in anticipation of receiving capital stock therefor, and now proposes to purchase additional capital stock of said Manchester Street Railway to the extent of two hundred and seventy-five thousand (275,000) dollars, which has heretofore been authorized by this Board, when the same shall be issued; and has also made many additions and permanent improvements to and of its own property and plant, and has expended therefor over fifty thousand (50,000) dollars; and for all said purposes has incurred an indebtedness of more than two hundred thousand (200,000) dollars; that all said advances and expenditures and proposed purchases of capital stock are necessary in order to efficiently serve the public and to successfully and economically carry on the business of said corporation and are such as in the opinion of the Board may properly be capitalized;

That at a meeting of the stockholders of said Manchester Traction, Light & Power Company, legally called for that purpose and held at No. 46 Hanover street, in Manchester aforesaid, on the third day of October, 1908, it was voted unanimously by the stockholders to increase the capital stock of said Manchester Traction, Light & Power Company, subject to the approval of this Board, to the extent of four hundred thousand (400,000) dollars.

Now Therefore, it being deemed by the Board, upon the facts and for the reasons stated above, that the issue of four hundred thousand (400,000) dollars of capital stock is reasonably requisite for the purposes set forth in the petition,

It Is Ordered and Voted, That the Board approve the issue by said Manchester Traction, Light & Power Company, subject to the provisions of law under which the same are issued, of

said four hundred thousand (400,000) dollars of capital stock for the purpose of paying for any capital stock which has been or may be authorized and issued by the said Manchester & Derry Street Railway, Manchester & Nashua Street Railway, and Manchester Street Railway, and of paying the outstanding indebtedness of the Manchester Traction, Light & Power Company incurred for advances in anticipation of receiving such capital stock, and for additions and permanent improvements to its plant, upon the following conditions: That no more stock shall be issued than is necessary at par value to pay the actual expenses incurred for the purposes for which said issue is authorized, and that said company shall open and keep books of account which shall at all times exactly and clearly show what amounts have been expended for the purposes specified.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners.

MANCHESTER & DERRY STREET RAILWAY STOCK.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the Manchester & Derry Street Railway, a corporation duly established by law and doing business in Manchester, in the county of Hillsborough, in said state, that the capital stock of said corporation as now fixed and established is one hundred and twenty-five thousand (125,000) dollars, the full amount of which has been paid into its treasury in cash; that recently and since its capital stock was fixed as stated above, said railway has built extensions, double tracks, overhead construction, added electrical equipments and rolling stock and made other permanent improvements and additions to its property, all of which were made necessary in order to efficiently serve the public and successfully and economically carry on its business, and on account thereof has expended the sum of fifty-six thousand (56,000) dollars; that all of said expenditures are such as may properly be capitalized; that at a meeting of the stockholders of said corporation legally called for that purpose and held on October 16, 1908, it was voted unanimously by the stockholders to increase the capital stock of said corporation to the extent of fifty thousand (50,000) dollars beyond the amount as now fixed and established as aforesaid, for the pur-

pose of paying in part for said extensions, additions and permanent improvements as above set forth, subject to the approval of the Board of Railroad Commissioners of the state of New Hampshire, and that application be made to your Board for your approval and authority to issue the same.

WHEREFORE your petitioner prays that, after notice and hearing, it may be authorized by an act of your Board to increase its capital stock to the extent of fifty thousand (50,000) dollars beyond the amount now fixed and established, for the purposes aforesaid, in accordance with the provisions of the laws of said state.

Dated October 16, 1908.

MANCHESTER & DERRY STREET RAILWAY,

ROSWELL ANNIS,

HUGH J. PRITCHARD,

JOSEPH H. WILDER,

HAROLD L. BUFFINTON,

GEORGE W. CLYDE,

Directors.

By Attorneys,

BURNHAM, BROWN, JONES & WARREN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 10, 1908.

In the matter of the petition of the Manchester & Derry Street Railway asking the approval of this Board of an issue of fifty thousand (50,000) dollars of capital stock by said corporation, a hearing was appointed to be held at the office of Henry M. Putney, chairman, No. 64 Hanover street, in Manchester, in the county of Hillsborough, on the tenth day of November, 1908, at eleven o'clock in the forenoon, of which due notice was given by publication in accordance with the order of the Board. At said hearing said Manchester & Derry Street Railway was represented by its general manager and counsel, and no one appeared to object; and, after hearing the evidence and arguments, the Board finds the following facts to be established.

The capital stock of said Manchester & Derry Street Railway already authorized is one hundred and twenty-five thousand (125,000) dollars, represented by twelve hundred fifty (1250) shares of the par value of one hundred (100) dollars each, all of which has been issued and is now outstanding, and in pay-

ment for which there has been paid in cash into the treasury of said corporation the sum of one hundred and twenty-five thousand (125,000) dollars. That recently and since its capital stock was fixed, as stated above, the said Manchester & Derry Street Railway has added electrical equipment, and made permanent improvements and additions to its property, on account of which it has contracted to pay more than fifty-six thousand (56,000) dollars. That the purposes for which said corporation has contracted to pay said sum were necessary for the proper transaction of its business and the accommodation of the public travel, and such as in the opinion of this Board may properly be capitalized. That at a meeting of the stockholders of said corporation legally called for that purpose and held on October 16, 1908, it was voted unanimously by the stockholders to increase the capital stock of said corporation to the extent of fifty thousand (50,000) dollars beyond the amount now fixed and established as aforesaid, for the purpose of paying in part for said equipment, additions and permanent improvements as above set forth, subject to the approval of this Board.

Now THEREFORE, it being so deemed, it is hereby voted by the Board, after due consideration of the premises, that said Manchester & Derry Street Railway be authorized to issue its capital stock to the amount of fifty thousand (50,000) dollars in addition to the amount now outstanding, on the following conditions: that the proceeds of the sale of said stock be applied to the payment of the cost and expense of the addition of electrical equipment and making the permanent improvements and additions to its property above mentioned, and that said corporation shall open and keep books of account that shall at all times exactly and clearly show what amounts have been expended for the purposes specified.

All of said new stock shall be offered proportionately to the stockholders of said corporation, giving said stockholders the right to subscribe and pay in cash for the same at not less than the market value thereof, which the Board hereby determines to be one hundred (100) dollars per share. All shares of stock not subscribed for by the stockholders, as aforesaid, shall be sold at public auction, either at Brokers' Board in the city of Boston, Massachusetts, or at the office of said corporation in said Manchester, as the directors of said corporation may by proper vote direct. If sold in said Boston, notice of the time and place of sale shall be published in the Daily Mirror & American, a newspaper published in said Manchester, and in the Boston Daily Advertiser, and the Boston Morning Journal, newspapers published in said Boston, five times at least during the ten days

immediately preceding the sale; and if sold in said Manchester, notice of the time and place of sale shall be published in the same manner in the Daily Mirror & American, and in the Manchester Daily Union, newspapers published in said Manchester, and in the Daily Monitor, a newspaper published in Concord, New Hampshire.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners.

MANCHESTER & NASHUA STREET RAILWAY STOCK.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the Manchester & Nashua Street Railway, a corporation duly established by law and doing business in Manchester, in the county of Hillsborough, in said state, that the capital stock of said corporation as now fixed and established is two hundred thousand (200,000) dollars, the full amount of which has been paid into its treasury in cash; that recently and since its capital stock was fixed as stated above, said railway has built extensions, double tracks, overhead construction, added electrical equipments and rolling stock and made other permanent improvements and additions to its property, all of which were made necessary in order to efficiently serve the public and successfully and economically carry on its business, and on account thereof has expended the sum of forty-five thousand (45,000) dollars; that all of said expenditures are such as may properly be capitalized; that at a meeting of the stockholders of said corporation legally called for that purpose and held on October 16, 1908, it was voted unanimously by the stockholders to increase the capital stock of said corporation to the extent of forty thousand (40,000) dollars beyond the amount as now fixed and established as aforesaid, for the purpose of paying in part for said extensions, additions, and permanent improvements as above set forth, subject to the approval of the Board of Railroad Commissioners of the State of New Hampshire, and that application be made to your Board for your approval and authority to issue the same.

WHEREFORE your petitioner prays that, after notice and hearing, it may be authorized by an act of your Board to increase its capital stock to the extent of forty thousand (40,000) dollars

beyond the amount now fixed and established, for the purposes aforesaid, in accordance with the provisions of the laws of said state.

Dated October 16, 1908.

MANCHESTER & NASHUA STREET RAILWAY,

HAROLD L. BUFFINTON,

SAMUEL F. SHANNON,

HUGH J. PRITCHARD,

GEORGE W. CLYDE,

JOSEPH H. WILDER,

Directors.

By Attorneys,

BURNHAM, BROWN, JONES & WARREN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 10, 1908.

In the matter of the petition of the Manchester & Nashua Street Railway asking the approval of this Board of an issue of forty thousand (40,000) dollars of capital stock by said corporation, a hearing was appointed to be held at the office of Henry M. Putney, chairman, No. 64 Hanover street in Manchester, in the county of Hillsborough, on the tenth day of November, 1908, at 11 o'clock in the forenoon, of which due notice was given by publication in accordance with the order of the Board. At said hearing said Manchester & Nashua Street Railway was represented by its general manager and counsel, and no one appeared to object; and after hearing the evidence and arguments the board finds the following facts to be established:

The capital stock of said Manchester & Nashua Street Railway already authorized is two hundred thousand (200,000) dollars, represented by two thousand (2000) shares of the par value of one hundred (100) dollars each, all of which has been issued and is now outstanding, and in payment for which there has been paid in cash into the treasury of said corporation the sum of two hundred thousand (200,000) dollars. That recently and since its capital stock was fixed as stated above, the said Manchester & Nashua Street Railway has in part double tracked its line, added electrical equipment and made permanent improvements and additions to its property, on account of which it has contracted to pay more than forty-five thousand (45,000) dollars. That the purposes for which said corporation has contracted to pay said sum were necessary for the proper transaction of its

business and the accommodation of the public travel, and such as in the opinion of this Board may properly be capitalized. That at a meeting of the stockholders of said corporation legally called for that purpose and held on October 16, 1908, it was voted unanimously by the stockholders to increase the capital stock of said corporation to the extent of forty thousand (40,000) dollars beyond the amount now fixed and established as aforesaid, for the purpose of paying in part for said double tracking, equipment, additions and permanent improvements as above set forth, subject to the approval of this Board.

Now THEREFORE, it being so deemed, it is hereby voted by the Board, after due consideration of the premises, that said Manchester & Nashua Street Railway be authorized to issue its capital stock to the amount of forty thousand (40,000) dollars in addition to the amount now outstanding, on the following conditions: that the proceeds of the sale of said stock be applied to the payment of the cost and expense of the double tracking and the addition of electrical equipment and making the permanent improvements and additions to its property above mentioned, and that said corporation shall open and keep books of account that shall at all times exactly and clearly show what amounts have been expended for the purposes specified.

All of said new stock shall be offered proportionately to the stockholders of said corporation, giving said stockholders the right to subscribe and pay in cash for the same at not less than the market value thereof, which the Board hereby determines to be one hundred (100) dollars per share. All shares of stock not subscribed for by the stockholders, as aforesaid, shall be sold at public auction, either at Brokers' Board in the city of Boston, Massachusetts, or at the office of said corporation in said Manchester, as the directors of said corporation may by proper vote direct. If sold in said Boston, notice of the time and place shall be published in the Daily Mirror & American, a newspaper published in said Manchester, and in the Boston Daily Advertiser, and the Boston Morning Journal, newspapers published in said Boston, five times at least during the ten days immediately preceding the sale; and if sold in said Manchester, notice of the time and place of sale shall be published in the same manner in the Daily Mirror & American, and in the Manchester Daily Union, newspapers published in said Manchester, and in the Daily Monitor, a newspaper published in Concord, New Hampshire.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners.

GRADE CROSSING IN DOVER.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

The undersigned, the Cochecho Manufacturing Company, represents that, by an act of legislature of said state, approved February 28, 1901, entitled "An Act authorizing the Cochecho Manufacturing Company to construct and maintain a railroad from its plant in the city of Dover to the tracks of the Boston & Maine Railroad in said Dover, for the purpose of shipping freight to and from said Boston & Maine Railroad," it is authorized and empowered to construct and maintain and operate a railroad for the transportation of freight from the works of the said Cochecho Manufacturing Company to the tracks of the Boston & Maine Railroad, and that said railroad will necessarily cross at grade the location and tracks of the Dover, Somersworth & Rochester Street Railway Company, a corporation by law established and doing business in said Dover.

It further represents that the necessary location upon and over the streets in the said city of Dover has already been granted by the city government of the said city.

Wherefore, the petitioner prays that your Honorable Body may grant its consent and approve of said crossing of said tracks of said Dover, Somersworth & Rochester Street Railway Co. at a point on Central Avenue, at the head of First street, as shown on plan herewith attached.

COCHECO MANUFACTURING COMPANY,

By C. H. FISH,

Agent.

DOVER, N. H., March 25, 1908.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 24, 1908.

The Cochecho Manufacturing Company having petitioned for the consent of the Board of Railroad Commissioners in writing, to the construction of a crossing at grade over the tracks of the Dover, Somersworth & Rochester Street Railway on Central Avenue in Dover, New Hampshire, for its railroad from the line of the Boston & Maine Railroad to its plant in said Dover for the purpose of shipping freight.

It appearing to said Board that said Cochecho Manufacturing Company has been duly authorized by an act of the legislature

to construct and operate said railroad for the purpose of shipping freight to and from its plant to said Boston & Maine Railroad in said Dover, and the said Dover, Somersworth & Rochester Street Railway having assented to the same, under certain conditions, and it also appearing that the city of Dover, by its mayor and board of aldermen, having approved of the location of said Cocheco Manufacturing Company's track, as set forth in said petition the consent prayed for by said petitioner is therefore granted, upon the following conditions:

1. That said crossing shall be constructed and kept in repair by said Dover, Somersworth & Rochester Street Railway, in a manner satisfactory to the Commissioners, at the expense of said Cocheco Manufacturing Company.
2. That said Cocheco Manufacturing Company shall at all times whenever using said crossing protect the same by a flagman.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

CROSSING PROTECTION AT ROLLINSFORD.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly existing by law and operating a railroad in and through the town of Rollinsford, county of Strafford, in said state.

The road of said corporation crosses the highway in said Rollinsford, at a point on the road to Somersworth, near the residence of Charles T. Wentworth:

At the annual meeting of said town, held March 10, 1908, said town voted as follows:

"Voted on Art. 12.—That the selectmen be instructed to request and demand the Boston & Maine Railroad Company to place a flagman, or gates, at the crossing near the residence of Charles T. Wentworth on the road to Somersworth."

That your petitioner has received a copy of said vote within sixty days, to wit., on June 17, 1908.

In accordance with the authority and requirements of Section 17, of Chapter 159, of the Public Statutes, petitioner hereby

applies to this Honorable Board for such disposition of the matter as in your judgment should be made, and for an examination of the crossing and the determination of the question whether the public good requires the change proposed or any other change to be made.

WHEREFORE, the petitioner respectfully submits the foregoing for consideration, direction, or order of the commissioners in the premises.

June 18, 1908.

BOSTON & MAINE RAILROAD.

By FRANK BARR,

Third Vice-President and General Manager.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 24, 1908.

In the matter of the appeal of the Boston & Maine Railroad from the vote of the town of Rollinsford, at its annual meeting on March 10, 1908, requiring the Boston & Maine Railroad to place a flagman or gates at the crossing near the residence of Charles T. Wentworth on the road to Somersworth.

Due notice having been given, a hearing was had, beginning at 10.30 A. M. at the passenger station in said Rollinsford, Wednesday, October 28, 1908, at which hearing the railroad was represented by Hon. John M. Mitchell and John Kivel, Esq., its attorneys, and the town by Mathews & Stevens, its attorneys, and the selectmen, and after an inspection of the crossing all who wished to testify were heard by said board.

The crossing is located on the main highway leading from Rollinsford to the city of Somersworth and is used by the citizens of Rollinsford and Salmon Falls in traveling to and from said city. On the easterly side of said highway, adjacent to the railroad, are two houses. Travelers going north to Somersworth are unable to get a clear view of the track until within thirty feet of the same because of the house and orchard on the southerly side of the track, and likewise the house on the northerly side obstructs the view of travelers on the highway going south. These conditions make the crossing blind and dangerous, there having been two fatal accidents in which three persons were killed on the same. The railroad is double tracked at this point and there are many trains

passing daily, the express trains running at a high rate of speed. We are of the opinion that the public good requires that this crossing be protected.

It is therefore voted and ordered that the Boston & Maine Railroad protect said crossing by a flagman or gates, as voted by said town of Rollinsford.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES.

Railroad Commissioners.

GRADE CROSSINGS IN ROCHESTER.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

The Dover, Somersworth & Rochester Street Railway Company, a New Hampshire Street Railway Corporation, respectfully represents that the city council of the city of Rochester in the state of New Hampshire has duly located an extension of the existing street railway of the petitioner in said Rochester, through Summer street in said Rochester and across the tracks of the Boston & Maine Railroad and of the Conway Division of the Boston & Maine Railroad on Summer street in said Rochester, where said last named tracks are laid at grade across said Summer street; that the petitioner desires to lay its street railway track as located in Summer street across the said steam railroad track at grade, it being the only practicable way in which such crossing can be made.

Wherefore the petitioner prays that you consent in writing that the petitioner lay its track across the said steam road tracks in said Summer street, at grade, and that you make such orders, rules and regulations for the protection of all persons from injury at said crossing as you may deem to be sufficient and necessary, and that you make all such other orders in the premises as are authorized by law.

DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY COMPANY,

By its Attorney,
SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 24, 1908.

The Dover, Somersworth & Rochester Street Railway having petitioned for the consent of the Railroad Commissioners in writing to the construction of a crossing at grade over the tracks of the Lakeport branch and Conway branch of the Boston & Maine Railroad on Summer street in the city of Rochester; due notice having been given a view of the premises was taken at Rochester on October 28, 1908, and a hearing was had upon said petition at the office of the Railroad Commission in Concord on November 24, at which hearing said petitioning corporation was represented by its president, D. A. Belden, Esq., and Hon. Samuel W. Emery, its attorney, and the Boston & Maine Railroad by its vice-president, Frank Barr, Esq., and Hon. John M. Mitchell, its attorney. From an examination of the crossing in question, and after the evidence and arguments were submitted, it appeared to said Board that it is impracticable, without great expense, for said street railway to cross said Boston & Maine tracks at that point otherwise than at grade. It also appeared that said crossing at grade had been approved by the mayor and city councils of the city of Rochester.

The consent prayed for is therefore granted upon the following conditions:

1st. The said crossing to be occupied by the track of said electric railway and for three feet and six inches on either side of the track shall be constructed and kept in repair by the Boston & Maine Railroad in a manner satisfactory to the Railroad Commissioners, at the expense of said Dover, Somersworth & Rochester Street Railway.

2d. The said Boston & Maine Railroad shall continue to protect said crossing by a flagman as heretofore until otherwise ordered by said Board, one fourth of the expense of maintaining said flagman being paid by said Dover, Somersworth & Rochester Street Railway upon the presentation of proper quarterly bills for the same.

HENRY M. PUTNEY,

ARTHUR G. WHITTEMORE,

GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents the Dover, Somersworth & Rochester Street Railway Company; that it is a New Hampshire Street Railway Corporation and that it is by its charter duly authorized to construct an extension of its street railway line from Wakefield street in Rochester, New Hampshire, through Summer street, Kimball street, Eastern Avenue and Highland street to the village of East Rochester, all in said city of Rochester; that said extension of its track has been duly located on the streets aforesaid by the city council of said Rochester; that said extension track will, as located cross the track of the Worcester, Nashua & Rochester Railroad leased by the Boston & Maine Railroad, at the junction of the Salmon Falls Road and Eastern Avenue in said Rochester, and that it is impracticable to lay petitioners' track across the track of said Worcester, Nashua & Rochester Railroad, which is a steam railroad, except at grade.

Wherefore the petitioner prays that you permit in writing the laying of the petitioners' track over the track of said steam railroad at grade at said place and that you make all such rules and regulations respecting said crossing and public protection thereat as by law you are authorized to make.

DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY COMPANY,

By its Attorney,
SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 24, 1908.

The Dover, Somersworth & Rochester Street Railway having petitioned for the consent of the Railroad Commissioners in writing to the construction of a crossing at grade over the tracks of the Worcester, Nashua & Rochester Railroad, leased and occupied by the Boston & Maine Railroad, at the junction of the Salmon Falls road and Eastern Avenue in said city of Rochester; due notice having been given a view of the premises was taken at Rochester on October 28, 1908, and a hearing was had upon said petition at the office of the Railroad Commission in Concord on November 24, at which hearing said petitioning corporation was represented by its president, D. A. Belden, Esq., and Hon. Samuel W. Emery, its attorney, and the Boston

& Maine Railroad by its vice-president, Frank Barr, Esq., and Hon. John M. Mitchell, its attorney. From an examination of the crossings in question, and after the evidence and arguments were submitted, it appeared to said Board that it is impracticable, without great expense, for said street railway to cross said Boston & Maine tracks at that point otherwise than at grade. It also appeared that said crossing at grade had been approved by the mayor and city councils of the city of Rochester.

The consent prayed for is therefore granted upon the following conditions:

The said crossing to be occupied by the track of said electric railway and for three feet and six inches on either side of the track shall be constructed and kept in repair by the Boston & Maine Railroad in a manner satisfactory to the Railroad Commissioners, at the expense of said Dover, Somersworth & Rochester Street Railway.

HENRY M. PUTNEY,

ARTHUR G. WHITTEMORE,

GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

APPORTIONMENT OF CROSSING EXPENSES.

(At Dover, Newton, Salem and Greenland.)

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners of said State:

Respectfully represents the Dover, Somersworth & Rochester Street Railway Company, a street railway corporation organized under the laws of New Hampshire, that it was formed in 1901 by a consolidation of the Rochester Street Railway Company and of the Union Electric Railway Company, both New Hampshire street railway companies: that on January 24, 1898, your Honorable Board made an order that the Union Electric Railway Company pay a certain proportion of the future expense of maintaining the crossing on Central Avenue in Dover, New Hampshire, where the track of the Street Railway Company crossed the track of the Boston & Maine Railroad at grade, and that the Street Railway Company pay a certain proportion of the future expense of maintaining protection for the public at said crossing: that on January 24, 1898, your Honorable Board made a similar order respecting the crossing near Sawyer's Mills

in said Dover of the track of the Portsmouth & Dover Railroad (now owned by the Boston & Maine Railroad) by said Union Electric Railway Company's track: that on July 15, 1901, a similar order was made by your Board apportioning between the petitioner and the Boston & Maine Railroad the future expense of maintaining a crossing of the latter's track on Washington street in said Dover by the track of the petitioner, and of public protection at said crossing: that the proportion of the said future expense ordered to be borne by the street Railway Company is found to be unduly burdensome to the petitioner and that it should be wholly or almost wholly borne by the Boston & Maine Railroad.

WHEREFORE, the petitioner prays that you revise said orders and make a new order relative to both kinds of said expense.

DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY COMPANY,

By its Attorney,
SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners of said State:

Respectfully represents the Haverhill, Plaistow & Newton Street Railway Company, that it is a street railway corporation organized under the laws of New Hampshire: that on July 15, 1901, your Honorable Board made an order that the petitioner pay a certain proportion of the future expense of maintaining a crossing at grade of the track of the Boston & Maine Railroad at Newton, New Hampshire, by the street railway track of the petitioner, and that the petitioner pay a certain part of the future expense of public protection at said crossing: that the portion of both kinds of expense ordered to be paid by the petitioner is found to be unduly burdensome to the petitioner and that it should wholly or almost wholly be borne in future by the Boston & Maine Railroad.

WHEREFORE, the petitioner prays that you revise said order and make a new order relative to both kinds of said expense.

HAVERHILL, PLAISTOW & NEWTON STREET RAILWAY COMPANY,

By its Attorney,
SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners of said State:

Respectfully represents the Hudson, Pelham & Salem Street Railway Company that it is a street railway company organized under the laws of New Hampshire and is the successor of the Hudson, Pelham & Salem Electric Railway Company: that on January 29, 1901, your Honorable Board made an order that the said Hudson, Pelham & Salem Electric Railway Company pay a certain proportion of the future expense of maintaining a crossing by its tracks at grade of the main track of the Manchester & Lawrence Railroad (operated by the Boston & Maine Railroad under lease) at Salem Depot, New Hampshire, and that the petitioner pay a certain part of the future expense of public protection at said crossing: that the portion of both kinds of expense ordered to be paid by the petitioner is found to be unduly burdensome to the petitioner, and that it should be wholly or almost wholly borne by the Manchester & Lawrence Railroad or by its said lessee.

WHEREFORE, the petitioner prays that you revise said order and make a new order relative to both kinds of expense.

HUDSON, PELHAM & SALEM STREET RAILWAY COMPANY,
By its Attorney,
SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners of said State:

Respectfully represents the Portsmouth & Exeter Street Railway Company that it is a street railway corporation organized under the laws of New Hampshire: that on June 21, 1902, your Honorable Board made an order that the petitioner pay a certain proportion of the future expense of maintaining a crossing at grade of the track of the (Boston & Maine Railroad, lessee,) Concord & Portsmouth Railroad at Greenland, New Hampshire, by the street railway track of the petitioner, and that the petitioner pay a certain part of the future expense of public protection at said crossing: that the portion of both kinds of expense ordered to be paid by the petitioner is found to be unduly burdensome to the petitioner and that it should be wholly or almost wholly be borne in future by the Boston & Maine Railroad, lessee of said Concord & Portsmouth Railroad, or by said Concord & Portsmouth Railroad,

WHEREFORE, the petitioner prays that you revise said order and make a new order relative to both kinds of said expense.

PORTSMOUTH & EXETER STREET RAILWAY COMPANY,

By its Attorney,

SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 16, 1908.

The Dover, Somersworth & Rochester Street Railway, the Haverhill, Plaistow & Newton Street Railway, the Hudson, Pelham & Salem Street Railway and the Portsmouth & Exeter Street Railway, street railways operated and owned by the New Hampshire Traction Company, having petitioned this Board that the several orders relating to the expense of maintaining grade crossings of the several railways over the tracks of the Boston & Maine Railroad be revised, relative to the apportionment of the expense between said petitioning corporation and the said Boston & Maine Railroad.

All of said petitions were heard and considered at the office of the Railroad Commission in Concord on November 24, 1908, at which hearing the petitioning corporations were represented by their president, Mr. D. A. Belden, and their attorney, and the Boston & Maine Railroad by its vice-president, Mr. Frank Barr, and its attorney.

It appears that the crossings in question are the three grade crossings at Dover, N. H., viz: Central Avenue, Sawyers Mills and Washington street; one at Newton, N. H.; one at Salem, near Salem Depot; and one at Greenland near the Greenland depot. The law requires these several street railways, in operating its cars over said grade crossings, to compel every driver of its street cars, on approaching the same, to stop his car at not more than seventy-five feet and not less than twenty-five feet from the crossing, and before attempting to cross, examine same for approaching trains on the steam railroad, and the motorman does not proceed to cross until he get the signal from the conductor.

The flagman or gate tender at said crossing is not compelled to flag said street railway cars when approaching said crossing, and devotes his time and attention to operating the gates or flagging the crossing for the steam railroad trains. This work

is performed in the same manner as if no street cars crossed said crossing at grade. This service, however, is an additional safeguard to the patrons of the street railway, as it gives them the protection now rendered by both the conductor of the street car and the flagman or gate tender at the crossing. As the street railway is compelled to supplement the work of the flagman and gate tender by flagging its own cars, it appears to this Board that the proportion of expense now fixed and imposed by said orders is excessive.

Therefore it is ordered that the orders of this Board, dated January 24, 1898, January 29, 1901, July 15, 1901, and June 21, 1902, apportioning the expense of protecting the said crossings at fifty per cent of the cost of such protection, be, and the same hereby is modified and amended, and the same is hereby fixed at one quarter of the expense of protecting said crossing, and the proportion required of said street railways to pay to said Boston & Maine Railroad, for maintaining a flagman or gates at said crossings, shall be one quarter part of the expense of maintaining the same. This order to take effect January 1, 1909.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

EXPRESS CHARGES.

The legislature of 1907 conferred upon the Railroad Commissioners authority to fix reasonable charges to be made by express companies within the state, for the transporation of goods and merchandise, upon petition of any party interested, after hearing and investigation.

The first petition under this act was filed by the citizens of Peterborough and Jaffrey, and a hearing had on the same at the town hall in Peterborough on December 3, 1907, and the decision of this board was rendered December 31, 1907, a copy of which was published in our report of that year.

On February 10, 1908, the American Express Company issued rate Scale No. 39, containing graduated charges on merchandise packages, which went into effect between all points in New Hampshire and other New England states. This new schedule increased the minimum charge of fifteen cents to twenty-five cents, except in the territory covered by our order in the Peterborough and Jaffrey case.

After the promulgation of this schedule by the American Express Company, William Savacool, president of the New Hampshire Board of Trade, and representing the Manchester Board of Trade, informed this board that he intended to file a petition against the American Express Company contesting the reasonableness of the increased rates. He also informed the board that the organizations which he represented were interested in the interstate rate. As there was a similar petition pending before the Massachusetts commission, he suggested that he should defer filing his petitions until that commission had reported, as a favorable decision there might help New Hampshire patrons on the interstate rate.

No change can be made in the interstate rate unless by petition to the Interstate Commerce Commission, or by an agreement with the express company, as this board has no jurisdiction over interstate rates.

The Massachusetts hearing having been unexpectedly prolonged, Mr. Savacool decided to present the petitions of the New Hampshire Board of Trade and the Manchester Board of Trade and filed the same July 29. Similar petitions had previously been filed by the merchants and manufacturers of Cheshire county and the citizens of Somersworth. An order of notice on all of the then pending petitions was immediately issued for a hearing on the same at the office of the Railroad Commission in Concord on Wednesday, September 2, 1908.

At this hearing Messrs. Taggart, Tuttle & Burroughs appeared for the New Hampshire Board of Trade and the Manchester Board of Trade, Conrad W. Crocker, Esq., for the Cheshire county petitioners, and Burnham, Brown & Warren for the American Express Company. It was then agreed that all the petitions should be heard as one. The counsel for the petitioners filed interrogatories with a request that the American Express Company be required to answer same, and by agreement of counsel the express company was given two weeks in which to file objections to the interrogatories and thirty days thereafter in which to answer same. On September 8, 1908, additional interrogatories were filed by the petitioners and the express company was given an additional thirty days to answer same.

As soon as the answers to the interrogatories were filed the commission notified the counsel that they were ready to proceed with the hearing, and December 23 was agreed upon. All proceedings on the then pending petitions up to this time had been by agreement of counsel, when the chairman of this board addressed the following letter to the governor:

CONCORD, N. H., December 14, 1908.

To His Excellency Charles M. Floyd, Governor of New Hampshire:

Sections 9 and 10 of chapter 155 of the Public Statutes of New Hampshire, which create a Board of Railroad Commissioners and define their duties, read:

"SECT. 9. No member shall sit upon the hearing of any question which the board is to decide in a judicial capacity who would be disqualified for any cause, except exemption from service, to act as a juror upon the trial of the same question between the same parties in an action at law. This shall not be construed to apply to inquests in accident cases.

"SECT. 10. If a member shall be disabled, or shall be disqualified to act in any particular case pending before the board, the governor, upon application, shall appoint a commissioner to take his place. The commissioner so appointed shall be paid from the state treasury ten dollars a day for his services, and shall have free transportation over the railroads of the state while traveling in the performance of his duties. His account for services shall be audited and allowed by the governor and council."

As treasurer of the People's Savings Bank and one of the owners of its stock, and in several other capacities, I am interested in the American and other express companies doing business in this state to an extent which I am advised and believe would disqualify me to act as a juror in an action at law in which they were parties.

There is now pending before the board an important case brought by petition of the New Hampshire State Board of Trade, the Manchester Board of Trade, and others against the American Express Company that raises questions upon which I cannot sit because of the statutory inhibition quoted above.

I therefore make application to you to appoint a commissioner to take my place in the matter of hearings and findings upon said petitions.

HENRY M. PUTNEY,
Chairman New Hampshire Railroad Commission.

The governor appointed Hon. Oscar L. Young of Laconia to act in the place of the member who withdrew, and the board as then constituted, on December 23, proceeded with the hearing. Owing to the absence of certain witnesses, which both sides were anxious to examine, by agreement of counsel the hearing was continued to January 14, 1909.

The petitions, interrogatories and answers, and petitioners' specification are published in this report.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

The undersigned, committees representing the New Hampshire State Board of Trade and the Manchester Board of Trade, corporations doing business in said state, and parties interested in

the charges made by express companies within said state, complain against the American Express Company, a company doing an express business within said state, and say that the charges made by said express company for the transportation of goods and merchandise within said state are unreasonable and excessive.

Wherefore they pray your honorable board to fix the reasonable charges to be made by said American Express Company within and throughout said state of New Hampshire for the transportation of goods and merchandise, as the public good may require.

July 25, 1908.

WM. SAVACOOL,
F. W. MAYNARD,
JOHN PENDER,
JAMES F. BRENNEN,
O. A. TOWNE,

Committee of New Hampshire Board of Trade.

H. W. FLACK,
J. E. MOONEY,
E. J. McINTIRE,
WM. SAVACOOL,
W. E. QUIRIN,

Committee of Manchester Board of Trade.

KEENE, N. H., May 14, 1908.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

GENTLEMEN:—The undersigned, merchants and manufacturers of Cheshire county, respectfully represent as follows:

That the American Express Company of New York City, N. Y., is an association of shareholders, unincorporated, existing for the purpose of carrying on a general railroad express business in this and other states.

That the said American Express Company enjoys a complete monopoly of the railroad express business in the state of New Hampshire, and that in the enjoyment of said monopoly, it, the said company, has imposed and does now impose, excessive, unreasonable and discriminatory rates for the transportation of merchandise between points within the state of New Hampshire.

That for many years the minimum charge made by this company for the transportation of packages of no greater weight than five pounds and no greater value than fifty dollars (\$50) distances up to and including sixty miles, was fifteen cents.

That said company did not grant this minimum rate to all communities in the state. That Jaffrey and Peterborough, thus affected by the discrimination of said company, petitioned your Honorable Board for a hearing in the premises.

That while the Peterborough-Jaffrey petition was pending, and before a hearing in that case, the said American Express Company withdrew the fifteen-cent minimum rate, which had very generally obtained throughout the state, substituting therefor a minimum rate of twenty-five cents.

That your Honorable Board, after a hearing at Peterborough on December 3, 1907, did, on December 31, 1907, issue an order, said order to be in effect seven days subsequent to said December 31, to the effect that the said American Express Company should establish a uniform minimum rate within the state of New Hampshire upon packages of no more than five pounds in weight, and of no more than fifty dollars in value.

Further, the order of your Honorable Board was to the effect that the minimum rate upon all such packages transported between Jaffrey and Peterborough and points no more than sixty miles distant therefrom in the state of New Hampshire should be fifteen cents.

And your petitioners represent that the American Express Company has not complied with the said order of your Honorable Board.

The said company has published a special tariff applying to certain points within a zone of sixty miles of Peterborough and Jaffrey, but in consequence of the withdrawal of the old minimum rate of fifteen cents on or about December 1, 1907, already referred to, the minimum rates throughout the state of New Hampshire are not uniform.

That the major portion of the community is subject to discrimination in favor of Peterborough and Jaffrey, and the points named in the special tariff published with regard to business originating at said Jaffrey and Peterborough for points within sixty miles, or business originating at specified points within the sixty-mile zone, the destination of which is either Peterborough or Jaffrey.

And your petitioners further represent that the said company has granted a special minimum rate of fifteen cents to Manchester, in this state, although said rate has been generally withdrawn as to general business throughout the state.

That such discriminations are contrary to the spirit and letter of the order issued by your Honorable Board on December 31, 1907;

That on or about January 18 the said American Express Company made a general advance upon all its New Hampshire business, which advance was, in the opinion of your petitioners, unreasonable and without warrant in the premises;

That under the action of the said company, the one hundred-pound rate classification upon general merchandise of all kinds has been so readjusted as to result in the imposition of an unreasonable burden to the shipper.

Wherefore, under the provisions of chapter 100, Session Laws of 1907, "An act to regulate charges of express companies," your petitioners pray as follows:

(1) That your Honorable Board may grant a hearing at Keene as to the matters above set forth.

(2) That your Honorable Board may order the extension of the order made in the Peterborough-Jaffrey case, that the same may be the established minimum rate for distances of no more than sixty miles in all sections of the state of New Hampshire, said rate to be available at any shipping point in the state.

(3) For a revision of the present one hundred-pound rate schedule and a determination whether or not said rate schedule as applied to local business is reasonable or unreasonable, and if the same be found to be unreasonable that your Honorable Board may fix a reasonable rate per one hundred pounds upon said local business.

(4) For such other relief in the premises as your Honorable Board, upon hearing, may deem reasonable and proper.

Signed:

TROY BLANKET MILLS, Troy, N. H. F. Ripley, Supt.

RICHARDSON & PEASE, Monadnock Blanket Mills, Marlboro, Keene.—THE HOLBROOK GROCERY CO., by W. F. Holbrook, Treas.

Keene.—W. P. CHAMBERLIN CO., by Frank Huntress, Treas.

Keene.—ABBOTT GROCERY CO., M. Abbott, Treas.

Keene.—W. L. GOODNOW CO., by W. L. Goodnow.

Keene.—ALFRED E. YEATES.

Keene.—THE BULLARD & SHED CO., C. G. Shedd, Treas.

Keene.—GURNSEY BROS. & Co.

Keene.—ROBERTSON & BENNETT. By George B. Robertson. GEORGE H. DUNCAN, East Jaffrey and Troy.

C. W. WHITNEY, Troy, N. H. C. W. Whitney, Gen. store.

THE GRANITE STATE MOWING MACHINE CO., Hinsdale.

H. T. Fisher, Treas.

JAMES O'BRIEN, Hinsdale.

E. A. PALMER, Keene.

E. P. KIMBALL & SON, Troy, N. H. By W. W. Kimball.
SPENCER HARDWARE CO., Keene, N. H. By A. A. Woodward,
Treas.

P. H. AMIDON for C. J. Amidon & Sons.

J. R. HOLMAN, Hinsdale.

E. C. ROBERTSON & SON. By W. F. R. Hinsdale.

Filed June 7, 1908.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

We, the undersigned, residents and business men of the city of Somersworth, believing that the proposed increase of charges of the American Express Company, stated as coming into effect on February 1 next, are exorbitant, unjust, and uncalled for, and detrimental to the interests of the public, would therefore respectfully ask your Honorable Board of Commissioners to take up the matter and fix a tariff rate of charges that shall be fair and just to the American Express Company, and at the same time protect the rights and best interests of the public, who are obliged to patronize the American Express Company.

A. CARTER & SON.	GREAT FALLS BLEACHERY
W. H. TEBBETS & CO.	& DYE WORKS.
J. W. MURRAY.	ED R. LAWSON, Supt. Bl.
WIMPFHEIMER & CO.	RALPH A. SHERWOOD.
JESSE R. HORNE.	H. A. BLAISDELL.
E. A. LEIGHTON.	C. J. KAVANAUGH.
CRAWFORD, TOLLES & CO.	S. H. HOBART.
JOHN C. HURD.	CITY MARKET, W. Ross, Mgr.
A. J. SEAVEY.	FRED WIESNER.
J. H. JOYCE.	DANIEL WINGATE.
FRED A. SPENCER.	H. R. ANNELL.
B. F. HANSON.	A. A. HAM.
L. E. GRANT, M. D.	ALEXANDER STEWART.
JOHN W. HAINES.	H. R.
J. B. SMITH.	W. H. TASKER.
PARRENT T. GAUDREAU.	L. M. COLEMAN.
RILEY & MURNANE.	FRED WENTWORTH.
ALBERT E. OUILLETTE.	LOREN D. CASTER.
WM. SYMES & SON.	J. D. MORNEAULT.
C. P. KINSMAN.	JOHN PARSONS.
O. P. FAIRFIELD.	CHARLES ANDREWS.
RICHARDS & CO.	

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 29, 1908.

The New Hampshire Board of Trade, the Manchester Board of Trade, Carter & Son and forty other persons and firms in Somersworth, the Troy Blanket Mills and twenty other parties in Cheshire county, having petitioned this board to fix reasonable charges for the transportation of goods and merchandise within the state of New Hampshire, the board will give a hearing upon said petitions at its office in Concord, Wednesday, September 2, next, at eleven o'clock in the forenoon, when and where all persons interested may appear and be heard if they see cause.

HENRY M. PUTNEY,
Chairman.

STATE OF NEW HAMPSHIRE.

HEARING BEFORE RAILROAD COMMISSIONERS.

In the matter of the petition of William Savacool and others, with reference to express rates of the American Express Company.

The said petitioners, to obtain certain information, which peculiarly lies within the knowledge of the said American Express Company, respectfully ask this Honorable Board that said American Express Company may be ordered to answer the following interrogatories:

1. Is the said American Express Company a corporation, an association or a partnership? If a corporation, name the state in which it is incorporated, give the amount of its capital stock, and state when it was issued and how it was paid in; if an association or partnership, state the amount of capital actually invested.
2. In what state and countries, and upon what railroads, railways, steamboat and steamship lines in this and adjacent states does this company do business?
3. Upon what railroads and railways does this company do business in the state of New Hampshire? Produce a copy of all existing agreements between this express company and any railroad or railway company in New Hampshire, having reference to the transportation of said express company business over said railroads and railways in said state, and describe all changes that have taken place in the terms of any such

agreement during the past three years; such copy to be for the use of the board and counsel and to be treated as a private paper.

4. State to what extent, on or before the dates when the several agreements referred to in the previous interrogatory were entered into, said American Express Company held, owned or was interested in the stock of such railroad company with which it entered into such agreement?

5. In what other companies or with what other persons doing an express business in New Hampshire is said express company interested as stockholder, associate or partner?

6. Describe in reasonable detail all assets and liabilities of said express company, and submit statement showing its annual receipts and expenditures, amount of earnings and distribution of same during the years 1905, 1906, 1907; in particular state (a) amount of net earnings distributed as dividends to shareholders during these years, and (b) the amount of net earnings covered into general assets of the company during those years.

7. Give the rates which have been charged and collected by said express company since January 1, 1906, for forwarding express matter between points exclusively within the state of New Hampshire. Point out all increase in charges and changes in classification.

8. To what extent is said express company now in competition with other companies or persons in the conduct of its business within the state of New Hampshire.

9. State the gross receipts of said express company for the years ending December 31, 1906, and December 31, 1907, respectively, from the business of carrying express matter from one point in the state of New Hampshire to any other point in said state; also state the gross expense of carrying on said express business during each of said years. If percentages are used in arriving at the amount of said expense, state how said percentages are arrived at and the separate items included in them.

10. State the gross receipts of said express company for the years ending December 31, 1906, and December 31, 1907, respectively from all business of carrying express matter of every kind and description, originating or terminating in said state of New Hampshire; also state the gross expense of carrying on said express business during each of said years, and in particular state the amount of such expenses on account of each of the following items:

- (1) Salaries.
- (2) Loss and damage.
- (3) Supplies.
- (4) General expense.
- (5) Taxes, insurance and pensioners.
- (6) Personal property.

Such information to be used for the purpose of apportioning expenses only, unless the board otherwise rules.

11. Does said express company own any real estate in the state of New Hampshire, and, if so, state where located and its fair market value on April 1, 1908.

12. Does said express company own any personal property located and used in said state of New Hampshire in carrying on its said business alluded to in interrogatory 10, and, if so, state its fair market value on April 1, 1908.

13. State the fair market value of all personal property owned and used in said state of New Hampshire by said express company on April 1, 1908, and reasonably required in carrying on its business alluded to in interrogatory 9.

14. State the gross expense of carrying on said express business, both local and interstate, for the years ending December 31, 1906, and December 31, 1907, respectively, so far as they appear on the monthly reports of business and expenditures rendered by each office of said company in New Hampshire during those years.

15. State how many division superintendents were employed by said express company, having charge of its business, both local and interstate, in the state of New Hampshire, during the years ending December 31, 1906, and December 31, 1907, respectively; also state the amount of their salaries and expenses during each of those years, and the total railway trackage in miles located in the entire territory under their supervision respectively; also state the total amount of railway trackage in miles located exclusively in the state of New Hampshire under their supervision respectively.

16. State how many route agents were employed by said express company during each of the years ending December 31, 1906, and December 31, 1907, in the transaction of its business, both local and interstate, in the state of New Hampshire; also state the amounts of their salaries and expenses during each of those years, and the total railway trackage in miles located in the entire territory covered by them respectively during said years; also the total railway trackage in miles located exclusively in the state of New Hampshire and covered by them respectively during said years.

17. State the number of messengers employed by said express company for the years ending December 31, 1906, and December 31, 1907, respectively, in carrying on the business of said company, on runs exclusively within the state of New Hampshire; also state the amount of their salaries during each of said years.

18. State the number of messengers employed by said express company for the years ending December 31, 1906, and December 31, 1907, respectively, in carrying on the business of said company on runs.

(a) Originating in New Hampshire and terminating with that messenger in any other state or country.

(b) Originating in any state or country and terminating with that messenger in New Hampshire.

(c) Originating in any other state or country and running through any part of said state of New Hampshire, and terminating with that messenger in any other state or country.

Also state the total railway trackage in miles covered by each messenger alluded to in (a), (b), and (c), stating separately the amount of said trackage inside and the amount of said trackage outside the state of New Hampshire.

19. State the number of employees listed as transfer men employed by said company at all offices in the state of New Hampshire, and their salaries during the years ending December 31, 1906, and December 31, 1907, respectively.

20. State the total amount of "Special Financial Business" (as it is termed on the monthly reports of said express company), transacted by all the offices in New Hampshire, for the years ending December 31, 1906, and December 31, 1907, respectively, and have this statement include the total amount of money received by said express company from the transaction of that business and also the profits accruing from the use of said money while in the possession of said express company until such financial paper is withdrawn from deposit, and also the total amount of profits from "Special Financial Business," as shown by reports of business and expenditures rendered monthly by each of said offices in the state of New Hampshire during those years.

21. State whether said express company during the years 1906 and 1907 respectively received any money or income at its offices in said state of New Hampshire in addition to the income alluded to in the foregoing interrogatories.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

In the Matter of the Petition of William Savacool and Others
with Reference to Express Rates of the American Express
Company.

Defendant's Objections to Certain Interrogatories of the
Petitioners.

Interrogatory 1. The defendant objects to so much of this interrogatory as inquires when the capital stock of said company was issued and how paid in.

Interrogatory 2. The defendant objects to this interrogatory on the ground that it inquires into the business of the company in other states and countries not within the jurisdiction of this board.

Interrogatory 3. The defendant objects to this interrogatory on the ground that it discloses to the public relations which are a part of its private business, but it does not object to having the interrogatory reformed in such a way as to call for the production of the contracts mentioned therein for the use of the board and counsel, said contract to be treated as private papers.

Interrogatory 5. The defendant objects to this interrogatory on the ground that it calls for an inquiry into the relations of the company with other persons than railroads and railways and those doing business over them, and as to such this board has no jurisdiction.

Interrogatory 9. The defendant objects to making up the gross receipts and the expense of its business to April 1, 1907, and April 1, 1908, and suggests the dates of the ending of its last two fiscal years, to wit, December 31, 1907, and December 31, 1908, and objects to so much of this interrogatory as calls upon the express company at this time to disclose its defense and the manner in which it proposes to prove its case.

Interrogatory 10. The defendant objects to making up the gross receipts and gross expense of its business to April 1, 1907, and April 1, 1908, and objects to giving any information under this interrogatory to be used for any other purpose than that of apportioning expense.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

In the Matter of the Petition of William Savacool and Others with Reference to Express Rates of the American Express Company.

Defendant's Objections to Certain Interrogatories of the Petitioners.

Interrogatory 15. The defendant objects to this interrogatory and says it cannot be answered, because it employs no division superintendents in New Hampshire.

Interrogatory 16. The defendant objects to so much of this interrogatory as calls for the respective salaries of its route agents, but will give those salaries in the aggregate.

Interrogatory 18. The defendant objects to answering the last paragraph of this interrogatory in thirty days because of the amount of labor involved and the amount of time required for investigation.

Interrogatory 20. The defendant objects to this interrogatory and says that it is impossible to answer it because there is absolutely no way to obtain the information desired.

Interrogatory 21. The defendant objects to this interrogatory as being indefinite, obscure, and unintelligible.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

Petition of William Savacool and Others Relating to Rates of the American Express Company.

Answers to petitioner's interrogatories, numbers 1, 2, 3, 5, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, and 21.

Reply to No. 1.

The American Express Company is not a corporation, but a voluntary association of individuals in the nature of a partnership, organized under articles of agreement between its members, which derive their force from the common law right of contract. It possesses no rights, privileges or franchises other than such as are or may be enjoyed by an individual or association of individuals.

This company has no capital stock, but only interests representing each associate's portion of the company's property which are divided into shares valued for the purposes of the

agreement at one hundred dollars each, the number thereof being at this date fixed and limited at one hundred and eighty thousand, and each associate is liable *in solido* for the debts of the company.

Originally formed in 1850 by an agreement to combine their interests made by persons and firms engaged in the express business, it had no capital stock but took over the property and contracts used in the express business by such persons. It has a large amount of property which is invested in real estate and personal property, as shown in answer No. 6.

Reply to No. 2.

The facts upon which to base an answer to this interrogatory have not come to hand. It will be filed as soon as possible.

The information furnished in this reply includes territory and lines of railroad and railway operated by the National Express Company in its capacity as agent for the American Express Company, the latter company paying all expenses and receiving all of the earnings.

LIST OF NAMES OF

States in United States

and

Provinces in Dominion of Canada

in which

American Express Company—Eastern & Western Departments
or

National Express Company—Eastern & Western Departments
Did Business as of April 1, 1908.

United States.

Arkansas,	Nebraska,
Connecticut,	New Hampshire,
Illinois,	New Jersey,
Indiana,	New York,
Iowa,	North Dakota,
Kansas,	Ohio,
Kentucky,	Oklahoma,
Louisiana,	Pennsylvania,
Maine,	South Dakota,
Massachusetts,	Tennessee,
Michigan,	Texas,
Minnesota,	Vermont,
Mississippi,	Wisconsin,
Missouri,	Wyoming.

Dominion of Canada.

The American Express Company also has through service, and transacts business between the United States and the principal cities of Europe.

LIST OF NAMES OF
Railroad or Railway Lines and Steamboat Lines
In New Hampshire and Adjacent States
over which
The American Express Company
or
The National Express Company
Operated as of April 1, 1908.

Bangor and Aroostook Railroad.
Boston & Maine Railroad.
Boston & Albany Railroad (N. Y. C. & H. R. Railroad, lessee).
Bridgton & Saco River Railroad.
Central Vermont Railway.
Connecticut Valley Street Railway.
Georges Valley Railroad.
Kennebec Central Railroad.
Maine Central Railroad.
Monson Railroad.
Montpelier & Wells River Railroad.
New York, New Haven & Hartford Railroad, Old Colony Div.
Rutland Railroad.
Sebasticook & Moosehead Railroad.
Somerset Railway.
Springfield Electric Railway.
Washington County Railway.
Wiscasset, Waterville & Farmington Railway.
Woodstock Railway.
Eastern Steamship Company.
Eastern Bay Steamboat Company.
Coburn Steamboat Company.
Passamaquoddy Ferry.
Rockland & Vinal Haven Steamboat Company.

Reply to No. 3.

This company operates over the following named railroad lines in the state of New Hampshire:
Boston & Maine Railroad.

Maine Central Railroad.

Springfield Electric Railway.

Copies of contracts with those lines will be produced for inspection.

The contracts with the Maine Central Railroad prior to May 1, 1907, provided for a payment of five cents per ton per mile with a guaranteed payment on the main line of \$70,000 per year, and a guaranteed payment on the Quebec Division of \$600 per year.

Reply to No. 5.

Jackson & Company's Express and the National Express Company.

Reply to No. 9.

Gross receipts for carrying express matter from one point in the state of New Hampshire to another point in said state was as follows:

For the Year Ending December 31, 1906.

Transportation of packages	\$106,699.15
Fees from money orders, travelers checks, etc.	\$5,077.69
Charges on paid C. O. D.'s for which money orders were issued	8,192.95
	13,270.64
	\$119,969.79

For Year Ending December 31, 1907.

Transportation of packages	\$119,312.67
Fees from money orders, travelers' checks, etc.	\$4,945.79
Charges on paid C. O. D.'s for which money orders were issued	8,080.16
	13,025.95
	\$132,338.62

The gross terminal expense for handling both state and interstate business at points in New Hampshire was as follows:

For year ending December 31, 1906	\$163,502.38
For year ending December 31, 1907	184,240.33

NOTE 1.—These payments at New Hampshire offices for terminal expenses do not include terminal expenses at points out-

side of New Hampshire on interstate business, nor do they include payment for salaries of messengers, route agents, superintendents, managers, nor loss and damage, taxes, supplies, personal property, auditing, etc., etc.

NOTE 2.—Earnings on financial transactions are here shown as intrastate earnings, although such transactions were intra-state and interstate in about the same proportion as the package transportation transactions.

Reply to No. 10.

The gross receipts of this company at points within the state of New Hampshire for carrying express matter of every kind and description originating or terminating in said state were as follows:

For Year Ending December 31, 1906.

Intrastate traffic	\$119,969.79
Interstate traffic	833,650.28
Total	\$953,620.07

For Year Ending December 31, 1907.

Intrastate traffic	\$132,338.62
Interstate traffic	886,933.97
Total	\$1,019,272.59

There was paid out at points in New Hampshire under the headings covered by inquiry 10 the following:

(1) Salaries	1906	\$130,055.43
	1907	146,430.66
(2) Loss and damage	1907	2,944.91
	1906	2,134.03
(3) Supplies	1906	13,541.40
	1907	12,842.83
(4) General expenses	1906	19,835.29
	1907	20,283.52
(5) Taxes	1906	338.09
	1907	2,816.55
Insurance	1906	381.44
	1907	509.63
Pensions	1906	3,233.52
	1907	3,655.10
Personal property	1906	11,538.80
	1907	12,944.76

It is not understood just what information the above figures are expected to furnish. Salaries above, include only salaries chargeable to terminal expense at New Hampshire points, and does not include "general salaries"; that is, messengers, route agents, superintendents, managers, and executive officers, office expense, stable expense and rent are not shown in the above. Transportation is not shown, nor the outside terminal expense in interstate traffic.

Reply to No. 11.

The American Express Company owns brick building at Manchester, N. H., located on leased land, which they occupy as a stable; it stands on our books as personal property, but is treated as real estate by the assessors at Manchester. (This building is valued by the company at \$3,379, but is assessed at Manchester on a valuation of \$4,500.)

Reply to No. 12.

All personal property in New Hampshire is used in the handling of state and interstate business, and it is impossible to make any division, except on a percentage basis (total valuation of such personal property owned by the company in New Hampshire used in handling of all classes of business was \$36,803.58 on April 1, 1908).

Reply to No. 13.

The answer to this interrogatory must, necessarily, be the same as the answer to No. 12, it being impossible to apportion the value of personal property to any class of business, except on a percentage basis.

Reply to No. 14.

The gross terminal expense in New Hampshire for handling all business, both local and interstate, is as follows:

1906.	1907.
\$163,503.38	\$184,240.33

NOTE.—See reply to Inquiry No. 9.

Reply to No. 15.

There were three division superintendents having charge of business local and interstate in the state of New Hampshire during the years ending December 31, 1906, and December 31, 1907. Below is shown the salaries of these three superintendents for the years named, their traveling expenses and the total mileage under their supervision, and the mileage in New Hampshire, viz.:

Expenses	1906	\$12,050.00
	1907	12,500.00
Expenses	1906	978.29
	1907	843.65
Total mileage	1906	5,471 miles
	1907	5,563 miles
Miles in New Hampshire	1906	1,162 miles
	1907	1,162 miles

NOTE.—These salaries and expenses do not include the salaries and expenses of clerks, rent, light, heat, etc., etc., pertaining to maintenance of superintendents' headquarters.

Reply to No. 16.

This company had during the years 1906 and 1907 seven route agents in the state of New Hampshire, salaries, expenses, and mileage as shown below:

Salaries	1906	\$9,222.00
	1907	11,257.00
Expenses	1906	2,727.00
	1907	2,583.00
Total mileage under supervision	1906	2,570 miles
	1907	2,530 miles
Mileage in New Hampshire	1906	1,162 miles
	1907	1,162 miles

Reply to No. 17.

The number of messengers employed on runs exclusively within the state for the years 1906 and 1907, and their salaries for said years are as follows:

	1906.	1907.
Number of messengers	24	24
Salaries	\$11,105.29	\$11,543.01

In addition to messengers exclusively employed in New Hampshire were baggagemen partly employed by this company as follows:

Salaries	1906	\$540.00
	1907	576.00
Number of baggagemen	1906	13
	1907	13

Reply to No. 18.

The information called for in this question is given in consolidated form, under sections (a), (b), and (c).

(a)	1906.	1907.
Number of messengers	19	17
New Hampshire trackage	1,837	1,520
Outside trackage	1,106	1,093

(b)

Number of messengers	16	18
New Hampshire trackage	1,891	1,858
Outside trackage	1,428	1,479

(c)

Number of messengers	54	65
New Hampshire trackage	2,973	3,687
Outside trackage	8,637	10,618

In addition to messengers the company employed baggagemen as shown below.

(a)

Number of baggagemasters	5	7
Outside trackage	269	333
New Hampshire trackage	257	339

(b)

Number of baggagemasters	9	9
Outside trackage	461	486
New Hampshire trackage	373	449

(c)

Number of baggagemasters	6	6
Outside trackage	417	417
New Hampshire trackage	229	229

Reply to No. 19.

This question calls for the number of employees listed as transfermen in the state, and their salaries for the years 1906 and 1907:

	1906.	1907.
Number of men	50	54
Salaries	\$12,282.09	\$14,715.90

Reply to No. 20.

The amount of money taken in by the American Express Company from the sale of its money orders, travelers' checks, etc. (special financial department business) was as follows:

1906.	1907.
\$905,288.09	\$893,467.12

There was no profit from the handling of this money beyond the fees charges, which were:

1906.	1907.
\$5,077.69	\$4,945.79

Reply to No. 21.

The company did not receive during the years 1906 and 1907 any money or income at its offices in the state of New Hampshire in addition to the income alluded to in the foregoing answers.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

Petition of William Savacool and others relating to rates of the American Express Company.

Answers to petitioners' interrogatories Nos. 4, 6, 7, and 8.

Reply to No. 4.

The American Express Company was, in connection with other investments held by it, the owner of upwards of 33,000 shares of the common stock of the Boston & Maine Railroad Company at the dates of the contracts mentioned in Query No. 3, but in July, 1907, it disposed by sale of all of such holdings.

Reply to No. 6.

The American Express Company's assets and liabilities on the 31st day of December, 1907, were as follows:

	Assets.	Liabilities.
Stocks	\$14,269,693.95	Associates Interests
Bonds	5,840,705.14	\$18,000,000.00
Mortgages	160,000.00	
Loans	3,614,250.00	
Personal property	1,000,000.00	
Real estate	8,661,130.53	
Cash in banks and trust companies	95,870.95	
George L. Winship		19,320.00
Unpaid dividends (old account)		3,842.96
Unpaid dividends (new account)		1,399.00
	<hr/> \$33,641,050.57	<hr/> \$18,024,561.96

The company's earnings and expenses for years 1905, 1906, and 1907 were as follows:

Gross receipts from operation in 1905	\$25,871,533.03
Expenses of operation in 1905	24,106,958.54
Gross receipts from operation in 1906	27,954,985.74
Expense of operation in 1906	26,128,191.65
Gross receipts from operation in 1907	30,755,197.29
Expenses of operation in 1907	30,096,038.27

The amount of net earnings distributed as dividends to fractional interest holders during 1905 was \$1,080,000; 1906 was \$1,080,000.

During 1907 the entire net earnings from operation amounted to \$659,159.02. This sum was insufficient to pay a dividend of 6 per cent to the fractional interest holders, and for the purpose of making payment of such 6 per cent there was withdrawn from the assets of the company a sum amounting to \$420,840.98.

The amount of net earnings covered into general assets for the year 1905 was \$684,574.49; 1906 was \$746,794.09.

In 1907 no net earnings were covered into general assets, but the general assets were depleted to the extent of \$420,840.98 to cover the dividend deficiency above referred to.

Reply to No. 7.

The merchandise rates of this company, January 1, 1906, between points in New Hampshire were fixed on the following basis for one-line scale, two-line scale, and three-line scale:

One-Line Scale.

40 miles and under	.	.	.	.	.	\$0.40
40 " " to 70	.	.	.	.	.	.50
70 " " 90	.	.	.	.	.	.60
90 " " 120	.	.	.	.	.	.75
120 " " 140	.	.	.	.	.	.90
140 " " 165	.	.	.	.	.	1.00
165 " " 180	.	.	.	.	.	1.10
180 " " 210	.	.	.	.	.	1.25
210 " " 250	.	.	.	.	.	1.50
250 " " 300	.	.	.	.	.	1.75

Two-Line Scale.

25 miles and under	.	.	.	.	.	\$0.40
25 " " to 50	.	.	.	.	.	.50
50 " " 75	.	.	.	.	.	.60
75 " " 100	.	.	.	.	.	.75
100 " " 125	.	.	.	.	.	.90
125 " " 150	.	.	.	.	.	1.00
150 " " 175	.	.	.	.	.	1.10
175 " " 210	.	.	.	.	.	1.25

Three-Line Scale.

1 mile to 20	.	.	.	.	.	\$0.40
20 " " 40	.	.	.	.	.	.50
40 " " 60	.	.	.	.	.	.60
60 " " 75	.	.	.	.	.	.75
75 " " 110	.	.	.	.	.	.90

110 miles to	140	.	.	.	.	.	.	\$1.00
140	"	165	.	.	.	.	.	1.10
165	"	200	.	.	.	.	.	1.25
200	"	250	.	.	.	.	.	1.50

Those rates per hundred pounds have not been charged except that in filing our merchandise tariffs with the New Hampshire Railroad Commission, January 1, 1908, the minimum rate per hundred pounds was made fifty cents.

On January 1, 1906, the graduate table of charges on merchandise packages between points in New Hampshire were, as shown by copy of New England Scale No. 10, dated May 22, 1901, attached hereto.

There was an exception to this scale in the case of local business between the following named groups of offices in New Hampshire, viz.: Nashua, Manchester, Concord, Franklin, Tilton, Laconia, and Lakeport constituting one group, and Milford, Wilton and Keene constituting another group. Between these points locally and between those points and Boston there was in effect a merchandise graduate scale known as Scale No. 16, dated December 1, 1902, a copy of which is attached hereto. On August 21, 1906, these Scales Nos. 10 and 16 were reissued. There was no change in Scale No. 10, but the application of Scale No. 16 was limited so that it applied only on business from these New Hampshire points to or from Boston, where the merchandise rate was sixty cents or less per hundred pounds, no higher charge to be made on similar shipments to or from intermediate points on a direct line.

On January 1, 1908, the graduated charges under Scale No. 16 were limited to points where the tariff to Boston was fifty cents or less per hundred pounds, but on the request of the Railroad Commission of New Hampshire the old rates were continued until February 1, 1908. On February 10, 1908, our Scale No. 39 containing graduated charges on merchandise packages went into effect between all points in New Hampshire and other New England states. This Scale No. 39 superseded Scale No. 10 and Scale No. 16. It did not increase the charges under Scale No. 10.

There is one exception to the above, and that is Special Package Tariff No. 30, put into effect January 6, 1908, by order of the Railroad Commission of New Hampshire between Peterborough, N. H., and local points, and between East Jaffrey, N. H., and local points.

STATE OF NEW HAMPSHIRE.

HEARING BEFORE RAILROAD COMMISSIONERS.

(*Question No. 8.*)

"To what extent is express company now in competition with other companies or persons in the conduct of its business within the state of New Hampshire?"

Office and Name of Competing Company.

Berlin, N. H.—Canadian Express Company.

Concord, N. H.—Manchester & Concord Express, operating between Concord, Manchester, Nashua, Franklin, Laconia, Lakeport, Penacook and Tilton in the state; Noonan's Wagon Express, running between Concord and West Concord; Cunningham's Wagon Express, running between Concord and Penacook; Mercer's Wagon Express, running between Concord and Suncook.

Dover, N. H.—Atlantic Shore Line to Portsmouth and to Maine points; Day's Express Company to Farmington, Rochester, Gonic, Somersworth and Salmon Falls, in the state; Quint's Wagon Express, to Salmon Falls.

East Kingston, N. H.—Richmond's Express, to Exeter & Boston. Exeter, N. H.—Richmond's Express; Day's Express.

Farmington, N. H.—Day's Express.

Franklin, N. H.—Manchester & Concord Express.

Gonic, N. H.—Day's Express.

Groveton, N. H.—Canadian Express Company.

Keene, N. H.—Keene & Boston Freight Express.

Laconia, N. H.—Manchester & Concord Express.

Lakeport, N. H.—Manchester & Concord Express.

Manchester, N. H.—Manchester & Concord Express.

Nashua, N. H.—Manchester & Concord Express.

Newmarket, N. H.—Day's Express.

North Stratford, N. H.—Canadian Express Company.

Penacook, N. H.—Manchester & Concord Express; Cunningham's wagon express.

Plaistow, N. H.—Day's Express.

Portsmouth, N. H.—Atlantic Shore Line; Grace's Wagon Express; Wood's Wagon Express; Rye Beach Express.

Rochester, N. H.—Day's Express.

Salmon Falls, N. H.—Day's Express; Tarbox Express, Quint's Wagon Express.

Somersworth, N. H.—Day's Express; Blaisdell's Express.

Suncook, N. H.—Mercer's Wagon Express.

Tilton, N. H.—Manchester & Concord Express.

(Signed) ALBERT O. BROWN,
Atty. for American Express Co.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

Petition of William Savacool and Others, Relating to Rates of the American Express Company.

Specification of Petitioner's Requests.

In the above entitled proceedings now pending before the Board of Railroad Commissioners of New Hampshire, the petitioners respectfully request that the rate per one hundred pounds for transportation of merchandise carried by said express company and originating and terminating in said state shall be established by said board as follows:

40 miles and under	.	.	.	.	.	\$0.40
40 " to 70	.	.	.	.	.	.50
70 " " 90	.	.	.	.	.	.60
90 " " 120	.	.	.	.	.	.75
120 " " 140	.	.	.	.	.	.90
140 " " 165	.	.	.	.	.	1.00
165 " " 180	.	.	.	.	.	1.10
180 " " 210	.	.	.	.	.	1.25
210 " " 250	.	.	.	.	.	1.50
250 " " 300	.	.	.	.	.	1.75

Said petitioners further request that the rate for transportation of such merchandise, when less than one hundred pounds in weight, and between all points in said state where the rate per one hundred pounds, as above established, shall be less than one dollar, shall be established by said board in accordance with such part of scale known as Special Merchandise Scale No. 16 of said express company, dated December 1, 1902, as is set forth below:

Said petitioners further request that between all points in said state where the rate per one hundred pounds as above established shall be over one dollar, said board shall establish rates for the transportation of such merchandise, when less than one hundred pounds in weight, in accordance with such part of scale known as New England Scale No. 10 of said express company, dated May 22, 1901, as is set forth below:

Where M _{id} ce. Rate per 100 lbs. is —	110	125	140	150	175	200	225	250	275	300	325	350
Packages not over 1 lb.	25	25	25	25	25	25	25	25	25	25	25	25
Over 1 lb., "	2	2	2	2	2	2	2	2	2	2	2	2
" 2 "	3	3	3	3	3	3	3	3	3	3	3	3
" 3 "	4	4	4	4	4	4	4	4	4	4	4	4
" 4 "	5	5	5	5	5	5	5	5	5	5	5	5
" 5 "	6	6	6	6	6	6	6	6	6	6	6	6
" 6 "	7	7	7	7	7	7	7	7	7	7	7	7
" 7 "	10	10	10	10	10	10	10	10	10	10	10	10
" 10 "	15	15	15	15	15	15	15	15	15	15	15	15
" 15 "	20	20	20	20	20	20	20	20	20	20	20	20
" 20 "	25	25	25	25	25	25	25	25	25	25	25	25
" 25 "	30	30	30	30	30	30	30	30	30	30	30	30
" 30 "	35	35	35	35	35	35	35	35	35	35	35	35
" 35 "	40	40	40	40	40	40	40	40	40	40	40	40
" 40 "	45	45	45	45	45	45	45	45	45	45	45	45
" 45 "	50	50	50	50	50	50	50	50	50	50	50	50
" 50 "	55	55	55	55	55	55	55	55	55	55	55	55
" 55 "	60	60	60	60	60	60	60	60	60	60	60	60
" 60 "	65	65	65	65	65	65	65	65	65	65	65	65
" 65 "	70	70	70	70	70	70	70	70	70	70	70	70
" 70 "	75	75	75	75	75	75	75	75	75	75	75	75
" 75 "	80	80	80	80	80	80	80	80	80	80	80	80
" 80 "	85	85	85	85	85	85	85	85	85	85	85	85
" 85 "	90	90	90	90	90	90	90	90	90	90	90	90
" 90 "	95	95	95	95	95	95	95	95	95	95	95	95
" 95 "	100	100	100	100	100	100	100	100	100	100	100	100

It is understood that said express company shall have the right to charge extra rates on shipments of such a character as are considered extra hazardous, and that the class of shipments to which this clause applies shall be classified the same in New Hampshire as in the official freight classification on file at the company's offices for the information of the company's employees.

A handwritten signature or mark is at the bottom left, followed by the date "Sept 16" in cursive script.

